SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

LOS ANGELES DIVISION

167

To Take Effect Sunday, February 2, 1936, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER, *General Manager.*	W. B. KIRKLAND, *Superintendent of Transportation.*	L. U. MORRIS, *Assistant General Manager.*	C. F. DONNATIN, *Superintendent.*

VENTURA SUBDIVISION

Capacity of Sidings in Car Lengths	EAST-WARD	Distance from San Francisco	Time Table No. 167 February 2, 1936 Ojai Branch STATIONS	Distance from Ventura Junc.	WEST-WARD
17 PWOT		412.3	OJAI 3.4	15.0	
8		408.9	TICO 2.1	11.6	
10		406.8	OAKVIEW 3.9	9.5	
5		402.9	CANET 2.1	5.6	
		400.8	ORTONVILLE 3.5	3.5	
		397.3	VENTURA JCT.	0.0	
			(15.0)		

Service by Extra Trains Only.

List of Intermediate Spurs page 12.

VENTURA SUBDIVISION

Capacity of Sidings in Car Lengths	EAST-WARD	Distance from San Francisco	Time Table No. 167 February 2, 1936 Burbank Branch STATIONS	Distance from Burbank	WEST-WARD
91 PW		445.5	TO CHATSWORTH 3.6	21.3	
		449.1	CROSSING P. E. RY. 0.1	17.7	
37		449.2	CANOGA PARK 4.2	17.6	
37		453.4	TARZANA 2.0	13.4	
33		455.4	ENCINO 3.0	11.4	
		458.4	CROSSING P. E. RY. 0.0	8.4	
39		458.4	VAN NUYS 1.5	8.4	
38		459.9	KESTER 1.3	6.9	
		461.2	GARNSEY 1.6	5.6	
		462.8	NORTH HOLLYWOOD 1.8	4.0	
		464.6	MACNEIL 2.2	2.2	
45 WY		466.8	BURBANK	0.0	
			(21.3)		

Service by Extra Trains Only.

List of Intermediate Spurs page 12.

VENTURA SUBDIVISION

EASTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS							Distance from San Francisco	Time Table No. 167 February 2, 1936 STATIONS	
				812 Freight			72 Daylight	350 Motor	70 Coaster	76 Lark	78 Sunset Limited			
				Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
BKPWOT Yard				9.45 PM			5.45 PM	4.20 PM	7.35 AM	6.05 AM	5.10 AM	370.7	TO-R STA. BARBARA 1.2	D.T.
				9.50			5.50	4.25	7.40	6.10	5.15	371.9	E. STA. BARBARA 1.5	
												373.4	MONTECITO 0.5	
												373.9	BILTMORE 0.7	
									f			374.6	MIRAMAR 1.6	
P												376.2	SUMMERLAND 1.1	
89 P				10.05			5.57	4.31	7.48	6.17	5.22	377.3	ORTEGA 3.9	
42 P				10.16			6.02	4.36	s 7.53	6.22	5.27	381.2	TO CARPINTERIA 2.2	
44 P				10.21			6.05	4.39	7.57	6.26	5.31	383.4	WAVE 1.1	
P												384.5	BENHAM 1.2	
42 P				10.30			6.09	4.43	8.01	6.30	5.35	385.7	PUNTA 2.9	
67 P				**10.52**			6.13	4.47	8.05	6.34	5.39	388.6	SEACLIFF 4.3	
31 P				11.02			6.19	4.53	8.11	6.40	5.45	392.9	DULAH 4.4	
P												397.3	VENTURA JCT. 0.9	
Yard 131 PW				11.15			s 6.31	s 5.04	s 8.22	s 6.51	f 5.56	398.2	TO VENTURA 2.0	
												400.2	LEMON 3.0	
45 PY				11.25			6.38	5.10	f 8.30	6.58	6.03	403.2	MONTALVO 4.6	A.B.S.
BKOWYP 82 Yard				11.38			s 6.46	s 5.16	s 8.39	7.04	f 6.10	407.8	TO OXNARD 4.3	
71 P				**11.52** PM			6.52	5.21	8.45	7.10	6.16	412.1	LEESDALE 1.5	
32												413.6	SUCROSA 3.0	
84 P				12.02 AM			6.58	f 5.27	f 8.52	7.16	6.22	416.6	TO CAMARILLO 3.2	
44 P				12.10			7.02	5.32	8.57	7.20	6.26	419.8	TO SOMIS 3.1	
69 P				12.20			7.06	5.36	9.02	7.24	6.30	422.9	LAGOL 4.2	
76 PW				12.35			7.12	f 5.44	f 9.09	7.30	6.36	427.1	TO MOORPARK 5.1	
74 P				12.50			7.19	5.53	**9.20**	7.38	6.46	432.2	STRATHEARN 1.3	
16									f			433.5	SIMI 4.0	
64 P				1.04			7.26	f 6.02	f 9.31	7.46	6.55	437.5	TO SANTA SUSANA 3.5	
77 P				1.18			7.32	6.10	9.38	7.52	7.02	441.0	HASSON 4.5	
91 PW				1.33			**7.45**	6.19	f 9.48	8.01	7.11	445.5	TO CHATSWORTH 4.4	
E 59 W 57 P				1.41			7.51	f 6.25	f 9.56	8.07	7.17	449.9	TO NORTH LOS ANGELES 4.2	
E 48 W 47 W				1.49			7.57	6.31	10.02	8.13	7.23	454.1	RAYMER 0.9	
I												455.0	RAYMER TOWER Crossing P. E. Ry. 3.4	
E 46 W 47 P				1.57			8.03	6.36	10.08	8.19	7.29	458.4	HEWITT 4.3	
PI				2.05 AM			8.09 PM	6.42 PM	10.15 AM	8.25 AM	7.35 AM	462.7	TO-R BURBANK JCT.	
				Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(92.0)	
				(4.20) 21.23			(2.24) 38.33	(2.22) 38.87	(2.40) 34.50	(2.20) 39.42	(2.25) 38.06		..............Time over District ....Average Speed per Hour	

List of Intermediate Spurs page 12.

Between points where 50 miles per hour is maximum speed, same is increased to 60 miles per hour for motors only, except through curves at MP 378.5, 379.5 and 403.21 maximum is 50 miles per hour. Other speed restrictions not affected.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
70	Somis	Receive	Los Angeles		Daily
350	Carpinteria	Receive	Glendale		Daily
350	Carpinteria	Discharge		Santa Barbara	Daily

VENTURA SUBDIVISION

WESTWARD

FIRST CLASS

Time Table No. 167

February 2, 1936

	STATIONS		Distance from Burbank Jct.	71	349	77	75	69
				Daylight	Motor	Sunset Limited	Lark	Coaster
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
A. B. S.	TO-R STA. BARBARA	D.T.	92.0	s 11.00 AM	s 3.40 PM	s 9.40 PM	s 11.20 PM	s 1.10 AM
	1.2							
	E. STA. BARBARA		90.8	10.55	3.33	9.35	11.15	1.05
	1.5							
	MONTECITO		89.3					
	0.5							
	BILTMORE		88.8					
	0.7							
	MIRAMAR		88.1		f			f
	1.6							
	SUMMERLAND		86.5		f			
	1.1							
	ORTEGA		85.4	10.44	3.22	9.27	11.08	12.55
	3.9							
	TO CARPINTERIA		81.5	10.39	s 3.17	9.22	11.03	12.50
	2.2							
	WAVE		79.3	10.35	3.11	9.18	11.00	12.45
	1.1							
	BENHAM		78.2					
	1.2							
	PUNTA		77.0	10.31	3.07	9.14	10.56	12.40
	2.9							
	SEACLIFF		74.1	10.27	3.03	9.10	**10.52**	12.36
	4.3							
	DULAH		69.8	10.21	2.57	9.04	10.46	12.30
	4.4							
	VENTURA JCT.		65.4					
	0.9							
	TO VENTURA		64.5	s 10.10	s 2.46	f 8.53	s 10.35	s 12.19
	2.0							
	LEMON		62.5					
	3.0							
	MONTALVO		59.5	10.01	f 2.37	8.46	10.28	f 12.09
	4.6							
	TO OXNARD		54.9	s 9.55	s 2.31	f 8.40	f 10.22	s 12.02 AM
	4.3							
	LEESDALE		50.6	9.47	2.24	8.32	10.16	**11.52 PM**
	1.5							
	SUCROSA		49.1					
	3.0							
	TO CAMARILLO		46.1	9.41	f 2.19	8.26	10.10	f 11.46
	3.2							
	TO SOMIS		42.9	9.37	f 2.14	8.22	10.06	11.42
	3.1							
	LAGOL		39.8	9.33	2.10			
	4.2							
	TO MOORPARK		35.6	9.27	s 2.05	8.13	9.57	f 11.33
	5.1							
	STRATHEARN		30.5	**9.20**	1.58	8.06	9.50	11.26
	1.3							
	SIMI		29.2		f			
	4.0							
	TO SANTA SUSANA		25.2	9.13	f 1.51	7.59	9.43	11.19
	3.5							
	HASSON		21.7	9.08	1.46	7.54	9.38	11.14
	4.5							
	TO CHATSWORTH		17.2	8.59	f 1.37	**7.45**	9.29	11.05
	4.4							
	TO NORTH LOS ANGELES		12.8	8.53	f 1.31	7.38	9.23	f 10.59
	4.2							
	RAYMER		8.6	8.47	1.25	7.32	9.17	10.52
	0.9							
	RAYMER TOWER Crossing P. E. Ry.		7.7					
	3.4							
	HEWITT		4.3	8.41	1.20	7.26	9.11	10.46
	4.3							
	TO-R BURBANK JCT.		0.0	8.35 AM	1.15 PM	7.20 PM	9.05 PM	10.40 PM
	(92.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District............. Average Speed per Hour........			(2.25) 38.06	(2.25) 38.06	(2.20) 39.42	(2.15) 40.88	(2.30) 36.80

List of Intermediate Spurs page 12.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Carpinteria	Receive	Perishable Express		Daily
69	Carpinteria	Discharge		Los Angeles	Daily
69	Carpinteria	Receive	Salinas or where scheduled stop		Daily

Between points where 50 miles per hour is maximum speed, same is increased to 60 miles per hour for motors only, except through curves at MP 378.5, 379.5 and 403.21 maximum is 50 miles per hour. Other speed restrictions not affected.

VENTURA SUBDIVISION

EASTWARD

WESTWARD

Time Table No. 167

February 2, 1936

Santa Paula Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Saugus
Yard	PY	403.2		MONTALVO	45.5
				4.4	
60	P	407.6	TO	SATICOY	41.1
				3.4	
13		411.0		LIMCO	37.7
				0.3	
	P	411.3		HAINES	37.4
				3.4	
45	PW	414.7	TO	SANTA PAULA	34.0
				7.1	
	P	421.8		SESPE	26.9
				1.1	
Yard 40	BKP	424.5	TO-R	FILLMORE	24.2
				3.7	
35	P	428.2		CAVIN	20.5
				1.7	
		429.9		BUCKHORN	18.8
				1.9	
35	PW	431.8	TO	PIRU	16.9
				2.5	
21		434.3		CAMULOS	14.4
				4.1	
36	P	438.4		KEMP	10.3
				5.7	
37	P	444.1		CASTAIO	4.6
				1.1	
		445.2		OBERG	3.8
				2.7	
		447.9		PARDEE	0.8
				0.8	
78 Yard	BKOWY	448.7	TO-R	SAUGUS	0.0
				(45.5)	

Service by extra trains only.

List of Intermediate Spurs page 12.

EASTWARD

Time Table No. 167

February 2, 1936

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS									Distance from San Francisco	STATIONS
	814	810	816	812	52	72	350	70	76	60	26	78	56		
	Freight	Freight	Freight	Freight	San Joaquin	Daylight	Motor	Coaster	Lark	West Coast	Owl	Sunset Limited	Tehachapi		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
W 78 Yard E71BKWOYP	8.55 PM	**9.02 AM**	3.20 AM		9.12 PM					7.35 AM	7.05 AM		5.05 AM	450.6	TO-R SAUGUS 2.4
Spur 63 P													f	453.0	NEWHALL 0.7
80														453.7	ELAYON 0.7
														454.4	WALTZ JUNC. 2.2
58 P	**9.25**	9.30	3.48		**9.25**					7.49	7.19		5.21	456.6	TUNNEL 2.6
83 P	9.37	**9.40**	3.58		9.29					7.53	7.23		5.26	459.2	SYLMAR 2.6
Yard 105 WOTP	9.50	9.52	4.10		s 9.34					7.58	7.29		s 5.33	461.8	TO SAN FERNANDO 1.6
85 P	**10.01**	9.57	4.15		9.37					8.01	7.32		f 5.38	463.4	PACOIMA 2.2
39 P														465.6	WAHOO 2.3
96 P	10.13	10.08	4.26		9.43					8.07	7.38		f 5.46	467.9	ROSCOE 3.7
64 PI	10.25	10.20	4.38	2.05 AM	**9.49**	8.09 PM	6.42 PM	10.15 AM	8.25 AM	8.13	7.45	7.35 AM	5.54	471.6	TO-R BURBANK JCT. 0.5
PWY					f 9.50	f 8.10	6.43	f 10.16	8.26	8.14	7.46	7.36	f 5.56	472.1	BURBANK 2.2
														474.3	SEPULVEDA 0.7
														475.0	WEST GLENDALE 2.1
P					s 9.59	s 8.19	s 6.50	s 10.23	s 8.33	s 8.23	s 7.53	s 7.43	s 6.07	477.1	GLENDALE 0.2
I														477.3	GLENDALE TOWER Crossing P. E. Ry. 2.4
Yard BKTWOP	10.55 PM	10.50 AM	5.05 AM	2.30 AM									f	479.7	R LOS ANGELES YD. 0.9
I					10.09	8.29	6.59	10.34	8.44	8.34	8.04	7.54		480.6	DAYTON AVE. TOWER 1.3
IY					10.12	8.32	7.02	10.37	8.47	8.37	8.07	7.57	6.27	481.9	RIVER STA. TOWER 0.6
I					10.16	8.36	7.06	10.41	8.51	8.41	8.11	8.01	6.31	482.5	NAUD JCT. 1.2
Yard BKYWP					s 10.25 PM	s 8.45 PM	s 7.15 PM	s 10.50 AM	s 9.00 AM	s 8.50 AM	s 8.20 AM	s 8.10 AM	s 6.40 AM	483.7	TO-R LOS ANGELES
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(33.1)
	(2.00) 14.55	(1.48) 16.16	(1.45) 16.62	(0.25) 19.44	(1.13) 27.20	(0.36) 20.16	(0.33) 22.00	(0.35) 20.74	(0.35) 20.74	(1.15) 26.48	(1.15) 26.48	(0.35) 20.74	(1.35) 20.90		............Time over District ....Average Speed per Hour

A. B. S. (Saugus to Burbank Jct.)

D. T. (Burbank Jct. to Los Angeles)

Schedule time and train orders at Burbank Jct., apply at end of double track.

At Saugus: San Joaquin Division Time Table schedules and train orders apply at the east switch of the eastward siding.
Los Angeles Division Time Table schedules and train orders apply at the Junction switch of the Santa Paula Line.
The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

Revenue passenger trains must stop at Glendale.

Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point unless proceed signal is received from yardman.

List of intermediate spurs page 12.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Burbank	Discharge		Santa Barbara	Daily
26	San Fernando and Burbank	Discharge		Fresno	Daily
60	San Fernando	Discharge		Stockton	Daily
70. 52	Los Angeles Yard	Receive and Discharge D. H. Trainmen and Enginemen			Daily

VENTURA SUBDIVISION

WESTWARD

Time Table No. 167

February 2, 1936

	STATIONS	Distance from Los Angeles	51 San Joaquin	71 Daylight	349 Motor	25 Owl	77 Sunset Limited	59 West Coast	75 Lark	55 Tehachapi	69 Coaster	811 Freight	813 Freight	815 Freight
			FIRST CLASS									THIRD CLASS		
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
A. B. S.	TO-R SAUGUS 2.4	33.1	f 9.02AM			7.10PM		8.50PM		f 10.30PM		2.05AM	10.15AM	6.45PM
	NEWHALL 0.7	30.7								f				
	ELAYON 0.7	30.0												
	WALTZ JUNC. 2.2	29.3												
	TUNNEL 2.6	27.1	8.47			6.57		8.38		10.14		1.37	9.49	6.20
	SYLMAR 2.6	24.5	8.42			6.52		8.34		10.09		1.27	**9.40**	6.12
	TO SAN FERNANDO 1.6	21.9	s 8.38			6.48		8.30		s 10.05		1.14	9.27	6.05
	PACOIMA 2.2	20.3	8.35			6.45		8.27		**10.01**		12.59	9.15	5.50
	WAHOO 2.3	18.1												
	ROSCOE 3.7	15.8	8.29			6.39		8.21		9.55		12.47	9 05	5.40
D.T.	TO-R BURBANK JCT. 0.5	12.1	8.23	8.35AM	1.15PM	6.33	7.20PM	8.16	9.05PM	**9.49**	10.40PM	12.35	8.50	5.25
	BURBANK 2.2	11.6	s 8.22	8.34	f 1.14	6.32	7.19	8.15	9.04	f 9.48	f 10.39			
	SEPULVEDA 0.7	9.4												
	WEST GLENDALE 2.1	8.7												
	GLENDALE 0.2	6.6	s 8.15	s 8.26	s 1.07	s 6.24	s 7.11	s 8.08	s 8.56	s 9.36	s 10.31			
	GLENDALE TOWER Crossing P. E. Ry. 2.4	6.4												
	R LOS ANGELES YD. 0.9	4.0								f		12.10AM	8.25AM	5.00PM
	DAYTON AVE. TOWER 1.3	3.1	8.04	8.14	12.59	6.14	6.59	7.59	8.44					
	RIVER STA. TOWER 0.6	1.8	8.01	8.11	12.56	6.11	6.56	7.56	8.41	9.11	10.11			
	NAUD JCT. 1.2	1.2												
	TO-R LOS ANGELES	0.0	7.50AM	8.00AM	12.45PM	6.00PM	6.45PM	7.45PM	8.30PM	9.00PM	10.00PM			
	(33.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District............. Average Speed per Hour.......		(1.12) 27.58	(0.35) 20.74	(0.30) 24.20	(1.10) 28.37	(0.35) 20.74	(1.05) 30.55	(0.35) 20.74	(1.30) 22.06	(0.40) 18.15	(1.55) 15.18	(1.50) 15.87	(1.45) 16.62

Schedule time and train orders at Burbank Jct., apply at end of double track.

No. 25 will reduce speed at Burbank to receive mail.

At Saugus: San Joaquin Division Time Table schedules and train orders apply at the east switch of the eastward siding.
Los Angeles Division Time Table schedules and train orders apply at the Junction switch of the Santa Paula Line.
The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

Revenue passenger trains must stop at Glendale.

Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point, unless proceed signal is received from yardman.

Engineers will start trains at Los Angeles on hand signal from trainmen only.

List of Intermediate Spurs page 12.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71,77	Burbank	Receive	Santa Barbara		Daily
25	Burbank San Fernando	Receive	Mojave		Daily
59	San Fernando	Receive	Stockton		Daily
51, 69	Los Angeles Yard	Receive and Discharge	D H Train and Enginemen		Daily

POMONA SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD THIRD CLASS 828 Freight	826 Freight	824 Freight	822 Freight	EASTWARD FIRST CLASS 820 The Imperial	4 Golden State Limited	2 Sunset Limited	12 Apache	Distance from San Francisco	Time Table No. 167 February 2, 1936 STATIONS		Distance from Colton	WESTWARD FIRST CLASS 819 The Imperial	1 Sunset Limited	3 Golden State Limited	11 Apache
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKTWOP									479.7	R LOS ANGELES YARD 0.9		59.3				
I									480.6	DAYTON AVE. TOWER 1.3		58.4				
IY									481.9	RIVER STATION TOWER 0.5		57.1				
									482.4	MISSION JUNCTION		56.6				
Yard BKTWOP	10.00PM	9.40PM	8.00AM	2.30AM					479.7	R LOS ANGELES YARD 0.9		58.5				
I									480.6	DAYTON AVE. TOWER 1.4		57.6				
									482.0	EAST BANK JUNCTION		56.2				
Yard BKYWP					9.30PM	8.15PM	8.00PM	12.15PM	483.7	TO-R LOS ANGELES 1.2	D.T.	58.3	s 6.00AM	s 7.30AM	s 7.40AM	s 9.45PM
I					9.39	8.24	8.09	12.24	482.5	NAUD JCT. 0.5		57.1	5.51	7.16	7.26	9.36
									482.4	MISSION JCT. 0.1		56.6				
I									482.5	CROSSING A. T. & S. F. RY. 0.1		56.5				
									482.6	CROSSING L. A. & S. L. RY. 0.2		56.4				
									482.8	EAST BANK JUNCTION 1.8		56.2				
									484.6	AURANT 3.1		54.4				
67 IP	10.30	10.10	8.30	3.00	s 9.58	s 8.43	s 8.28	s 12.43	487.7	TO ALHAMBRA 2.9		51.3	s 5.25	s 6.55	s 7.05	s 9.13
88 P	10.36	10.16	8.36	3.06	10.03	8.48	8.33	12.47	490.6	SAN GABRIEL 4.0		48.4	f 5.16	6.47	7.00	9.07
75 P	10.44	10.24	8.44	3.14	f 10.10	8.54	8.39	12.52	494.6	EL MONTE 0.4		44.4	f 5.06	6.41	6.55	9.02
I									495.0	EL MONTE TOWER Crossing P. E. Ry. 2.3		44.0				
90 PW	10.49	10.29	8.49	3.19	f 10.15	**8.58**	8.43	12.56	497.3	TO BASSETT 3.4		41.7	f 5.00	6.37	6.51	**8.58**
81 P	10.55	10.35	8.55	3.25	f		**8.48**		500.7	TO PUENTE 2.8		38.3	f 4.54	6.32		**8.48**
70 P	11.03	10.43	9.03	3.33	10.26	9.07	8.52	1.04	503.5	MARNE 3.3		35.5		6.28	6.43	8.36
56 P	11.12	10.52	9.12	3.42	f 10.32	9.11	8.56	1.08	506.8	WALNUT 3.9		32.2	f 4.44	6.24	6.39	8.32
72 P	11.23	11.03	9.23	3.52	f 10.40	9.17	9.02	1.13	510.7	SPADRA 3.6		28.3	f 4.38	6.18	6.34	8.27
Yard KWTP 243	11.40	11.20	9.40	4.08	s 10.50	f 9.25	9.10	1.20	514.3	TO POMONA 0.1	A.B.S.	24.7	s 4.31	f 6.12	6.28	f 8.22
									514.4	CROSSING P. E. RY. 3.4		24.6				
72 P	11.51PM	11.31	9.51	**4.22**	10.57	9.31	9.16	1.26	517.8	NAROD 2.4		21.2	f **4.22**	6.04	6.22	8.16
Yard 125 P	12.02AM	11.42	10.02	4.33	s 11.06	f 9.36	9.21	1.31	520.2	TO ONTARIO 3.6		18.8	f 4.15	f 5.59	6.18	f 8.12
69 PW	12.10	11.50	10.10	4.41	f 11.12	9.42	9.27	1.37	523.8	GUASTI 3.7		15.2	f 4.07	5.52	6.12	8.06
80 P	12.19	11.59PM	10.19	4.50	f 11.17	9.47	9.32	1.42	527.5	ETIWA 2.2		11.5	f 4.00	5.46	6.07	8.01
90 PY	12.24	12.04AM	10.24	4.55	f 11.20	9.50	9.35	1.45	529.7	TO SOUTH FONTANA 2.4		9.3	f 3.57	5.43	6.04	7.58
70 P	12.34	12.14	10.34	5.05					532.1	AILSA 2.5		6.9				
PI									534.6	BLOOMINGTON TOWER Crossing P. E. Ry. 0.1		4.4				
75 P	12.43	12.23	10.43	5.14	f 11.27	9.56	9.41	1.51	534.7	TO BLOOMINGTON 4.0		4.3	f 3.49	5.37	5.58	7.52
I									538.7	COLTON TOWER Crossing A. T. & S. F. Ry. 0.0		0.3				
									538.7	CROSSING L. A. & S. L. RY. 0.3		0.3				
Yard BKYWOTP	1.00AM	12.40AM	11.00AM	**5.28AM**	s 11.35PM	s 10.05PM	s 9.50PM	s 2.00PM	539.0	TO-R COLTON		0.0	3.40AM	**5.28AM**	5.50AM	7.44PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(59.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.00) 19.76	(3.00) 19.76	(3.00) 19.76	(2.58) 19.98	(2.05) 27.98	(1.50) 31.80	(1.50) 31.80	(1.45) 33.31		........Time over District....... .....Average Speed per Hour....			(2.20) 24.98	(2.02) 28.67	(1.50) 31.80	(2.01) 28.90

Schedule time and train orders at Alhambra apply at end of double track.
Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point unless proceed signal is received from yardman.
Engineers will start trains at Los Angeles on hand signal from trainmen only.
Nos. 1 and 3 may arrive Los Angeles ahead of time shown, after observing scheduled time at Naud Jct.

List of Intermediate Spurs page 12.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
12	Puente	Handle Express			Daily
12	Pomona-Ontario	Receive	Where Scheduled Stop		Daily
12	Pomona-Ontario	Discharge		Los Angeles	Daily
12	Any Station	Receive	Phoenix		Daily
2	Any Station	Receive	Yuma Where Scheduled Stop		Daily
4	Any Station	Receive	Yuma		Daily
1	Any Station	Discharge		Yuma	Daily
3	Any Station	Discharge		East of Yuma	Daily
11	Any Station	Discharge		El Paso	Daily

BEAUMONT SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS 834	 832	 830	 FIRST CLASS 820	 4	 2	 12	Distance from San Francisco		Time Table No. 167 February 2, 1936	Distance from Indio	WESTWARD FIRST CLASS 819	 1	 3	 11
	Freight	Freight	Freight	The Imperial	Golden State Limited	Sunset Limited	Apache					The Imperial	Sunset Limited	Golden State Limited	Apache
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKYWOPT	10.50 PM	8.00 AM	2.40 AM	11.40 PM	10.10 PM	9.55 PM	2.05 PM	539.0		TO-R COLTON 0.0	71.9	s 3.27 AM	s 5.21 AM	s 5.45 AM	s 7.39 PM
								539.0		CROSSING P. E. RY. 3.6	71.9				
77 P	11.01	8.11	2.51	f 11.47	10.16	10.01	f 2.11	542.6		LOMA LINDA 1.9	68.3	f 3.20	f 5.15	5.39	7.33
70 P	11.10	8.18	3.00	f 11.51	10.19	10.04	2.14	544.5		TO BRYN MAWR 1.8	66.4	f 3.16	5.11	5.36	7.30
70 P	11.17	8.23	**3.12**	f 11.56 PM	10.22	10.07	2.17	546.3		REDLANDS 2.8	64.6	f **3.12**	5.08	5.33	7.27
E 86 W 79 P	11.29	8.36	3.24	f 12.04 AM	10.29	10.14	2.24	549.1		ORDWAY 3.6	61.8	f 3.04	5.02	5.27	7.21
E 72 W 74 PW	11.43	8.51	3.38	f 12.15	10.37	10.22	2.32	552.7		EL CASCO 2.7	58.2	f 2.57	4.56	5.21	7.15
75 P	11.56 PM	8.58	3.51	12.21	10.41	10.26	2.36	555.4		HAIG 1.8	55.5	2.52	4.51	5.16	7.10
70 P	12.06 AM	9.05	4.01	f 12.26	10.45	10.30	2.40	557.2		HINDA 2.5	53.7	f 2.48	4.48	5.13	7.07
72 P	12.18	9.15	4.13	12.34	10.50	10.35	2.45	559.7		NICKLIN 2.3	51.2	2.43	4.44	5.09	7.03
Yard WYOPK 166	**12.45**	9.30	**4.39**	s **12.45**	10.58	f 10.43	s 2.54	562.0		TO BEAUMONT 3.5	48.9	s 2.38	f **4.39**	5.04	6.58
80 P	1.01	9.45	**4.57**	12.51			3.00	565.5		PERSHING 2.7	45.4	2.28	4.30	**4.57**	6.50
118 P	1.10	9.55	5.05	s 1.03	11.08	f 10.53	s 3.05	568.2	A. B. S.	TO BANNING 3.3	42.7	s 2.21	f 4.23	4.51	6.43
70 P	1.22	10.05	5.16	1.08	11.13	10.58	3.10	571.5		OWL 2.6	39.4	2.10	4.13	4.43	6.35
E 69 W 69 PW	1.41	10.24	5.35	f 1.13	11.17	11.02	f 3.15	574.1		TO CABAZON 2.1	36.8	f 2.02	f 4.05	4.36	6.28
75 P	**1.54**	10.31	5.42	1.18				576.2		MONS 2.4	34.7	**1.54**	3.57	4.30	6.21
68 P	2.02	10.39	5.50	1.23	11.24	11.09	3.22	578.6		FINGAL 4.0	32.3	1.46	3.49	4.24	6.15
E 68 W 68 PW	2.16	10.51	6.04	f **1.36**	f 11.31	11.16	f 3.30	582.6		TO PALM SPRINGS 2.8	28.3	f **1.36**	f 3.40	4.17	f 6.08
70 P	2.26	11.00	6.14	f 1.42				585.4		HUGO 2.7	25.5	f 1.27	3.32	4.09	6.00
E 70 W 71 PYW	2.45	11.19	6.33	s 1.48	11.40	11.25	3.39	588.1		TO GARNET 3.5	22.8	s 1.19	3.24	4.02	5.53
P								591.6		SALVIA 3.5	19.3				
70 P	**3.10**	11.37	6.51	1.58	11.51 PM	11.36	3.49	595.1		RIMLON 3.9	15.8	1.04	**3.10**	3.48	5.39
69 P	3.28	11.47	7.09	f 2.03			3.54	599.0		EDOM 2.5	11.9	f 12.59	3.05	3.43	5.34
70 P	**3.39**	11.52 AM	7.15	f 2.07	12.01 AM	11.45	3.58	601.5		DRY CAMP 5.0	9.4	f 12.54	3.01	**3.39**	5.30
70 P	3.50	12.02 PM	7.24	f 2.13	12.06	11.50	4.04	606.5		MYOMA 4.4	4.4	f 12.48	2.55	3.33	5.24
Yard BKWYOP	4.01 AM	12.11 PM	7.35 AM	s 2.20 AM	s 12.12 AM	s 11.56 PM	s 4.10 PM	610.9		TO-R INDIO	0.0	12.40 AM	2.48 AM	3.26 AM	5.17 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(71.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(5.11) 13.87	(4.11) 17.18	(4.55) 14.62	(2.40) 26.96	(2.02) 35.36	(2.01) 35.65	(2.05) 34.51			........Time over District........ .....Average Speed per Hour.....		(2.47) 25.83	(2.33) 28.19	(2.19) 31.03	(2.22) 30.38

List of Intermediate Spurs page 12.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
12	Redlands	Receive	Points where scheduled stop		Daily
12	Redlands	Discharge		Los Angeles	Daily
12	Any Station	Receive	Phoenix		Daily
2	Any Station	Receive	Yuma where scheduled stop		Daily
4	Any Station	Receive	Yuma		Daily

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
1	Any Station	Discharge		Yuma	Daily
3	Any Station	Discharge		East of Yuma	Daily
11	Any Station	Discharge		El Paso	Daily
11	Redlands	Discharge		Phoenix	Daily
11	Banning, Beaumont, Redlands	Receive	Los Angeles		Daily

SALTON SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD									Distance from San Francisco	Time Table No. 167 February 2, 1936				Distance from Yuma	WESTWARD					
	SECOND CLASS			FIRST CLASS												FIRST CLASS					
	826	824	822	12	358	820	4	2	362							1	3	363	357	11	819
	Freight	Freight	Freight	Apache	Mixed	The Imperial	Golden State Limited	Sunset Limited	San Diego Passenger							Sunset Limited	Golden State Limited	San Diego Passenger	Mixed	Apache	The Imperial
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKYWOP	2.30PM	10.30AM	5.20AM	4.15PM		**2.41AM**	12.17AM	12.01AM		610.9	TO-R	INDIO	3.5	A.B.S.	121.8	s **2.41AM**	s 3.21AM			s 5.12PM	s 12.32AM
92 P	2.42	10.42	5.32	f		s 2.51	**12.24**			614.4	TO	COACHELLA	3.6		118.3	2.34	3.14			5.05	s **12.24**
58 P	2.49	10.49	5.39	f 4.27		s **3.09**	12.31	**12.14**		618.0	TO	THERMAL	6.1		114.7	2.28	**3.09**			5.00	s **12.14AM**
149 PW	3.00	11.00	5.50	f 4.35		s 3.20	12.38	12.22		624.1	TO	MECCA	4.7		108.6	2.21	3.01			4.52	s 11.59PM
70 P	3.09	11.09	5.59	**4.46**		f 3.28				628.8		CALEB	4.5		103.9					**4.46**	f 11.50
70 P	3.17	11.17	6.07	4.52		f 3.36	12.48	12.33		633.3		MORTMAR	4.5		99.4	2.10	2.49			4.41	f 11.44
109 P	3.25	11.25	6.15			f 3.45				637.8		SALTON	4.3		94.9						f 11.37
70 P	3.35	11.35	6.25	5.03		f 3.53	12.58	12.44		642.1		DURMID	4.7		90.6	2.00	2.38			4.31	f 11.30
110 P	3.45	11.45	6.35			f 4.01				646.8		BERTRAM	4.3		85.9						f 11.24
107 P	3.52	11.52	6.42	5.14		f 4.09	1.08	12.54		651.1		POPE	4.5		81.6	1.50	2.27			4.21	f 11.18
70 P	3.59	11.59AM	6.49			f 4.17				655.6		FRINK	4.5		77.1						f 11.11
111 P	**4.11**	12.06PM	6.56	5.25		f 4.25	1.18	1.04		660.1		WISTER	3.4		72.6	1.40	2.16			**4.11**	f 11.05
71 P	4.17	12.12	7.02			f 4.33				663.5		MUNDO	4.0		69.2						f 10.59
Yard 159 BKYWOP	4.33	12.28	7.18	s 5.41		s 4.45AM	s **1.32**	1.15		667.5	TO-R	NILAND	4.2		65.2	**1.32**	2.07			s 4.03	10.53PM
69 P								**1.22**		671.7		FLOWING WELL	2.7		61.0	**1.22**					
119 P	5.00	12.55	7.45	5.55			1.45	1.28		674.4		IRIS	4.1		58.3	1.14	1.55			3.52	
70 P	5.10	1.05	7.55	6.02			**1.50**	1.34		678.5		TORTUGA	6.1		54.2		**1.50**				
108 PW	5.31	1.26	8.16	6.11			1.57	**1.42**		684.6		AMOS	5.5		48.1	f 1.02	**1.42**			3.40	
72 P	5.42	1.37	8.27	6.19			2.03	1.49		690.1		ACOLITA	5.5		42.6						
110 P	5.51	1.46	8.36	6.27			2.09	1.56		695.6		MESQUITE	2.5		37.1	12.50	1.28			3.28	
84 P	5.55	1.50	8.40	6.32			2.12	2.00		698.1	TO	GLAMIS	4.9		34.6	f					
108 P	6.03	1.58	8.48	6.39			2.17	2.06		703.0		RUTHVEN	6.4		29.7	12.40	1.19			3.19	
69 P	6.14	2.09	8.59	6.47			2.24	2.13		709.4		DRYLYN	2.9		23.3						
69 P	6.20	2.15	9.05	6.52			2.28	2.17		712.3		CACTUS	4.3		20.4	12.29	1.08			3.08	
106 P	6.37	2.32	9.22	f 7.00			2.33	2.23		716.6		OGILBY	6.1		16.1	f 12.24	1.03			3.03	
69 P	6.47	2.42	9.32	7.08			2.40	2.30		722.7		KNOB	3.4		10.0	12.17	12.56			2.56	
P	6.54	2.48	9.39	7.14	12.14PM		2.45	2.35	2.10AM	726.1		ARAZ JUNCTION	0.9	D.T.	6.6	12.12	12.51	1.15AM	10.20AM	2.51	
IP										727.0	TO	ARAZ	4.9		5.7						
Spur 30										731.9		COLORADO	0.8		0.8						
Yard BKTYWOP	7.15PM	3.10PM	9.55AM	s 7.30PM	s 12.30PM		s 3.00AM	s 2.50AM	s 2.25AM	732.7	TO-R	YUMA			0.0	12.01AM	12.40AM	1.00AM	10.00AM	2.40PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(121.8)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.45) 25.64	(4.40) 26.10	(4.35) 26.57	(3.15) 37.47	(0.16) 24.75	(2.04) 27.38	(2.43) 44.78	(2.49) 43.12	(0.15) 26.40			........Time over District........ .....Average Speed per Hour.....				(2.40) 45.67	(2.41) 45.39	(0.15) 26.40	(0.20) 19.80	(2.32) 48.07	(1.39) 34.30

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
1	Any Station	Discharge		Yuma	Daily
3	Any Station	Discharge		East of Yuma	Daily
3	Niland	Discharge Mail			Daily
11	Any Station	Discharge		El Paso	Daily
11	Mecca, Thermal, Coachella	Discharge		Yuma	Daily
2	Any Station	Receive	Yuma where scheduled stop		Daily
4	Any Station	Receive	Yuma		Daily
12	Any Station	Receive	Phoenix		Daily

Gauntlet track over Colorado River Bridge between Signals 7320 and 7322 west of bridge, and signals 7321 and 7323 east of bridge. When signal indicates proceed, trains may proceed through the guantlet, irrespective of time table superiority, not exceeding eight (8) miles per hour. When signal indicates stop, and no train or engine in gauntlet, send flagman ahead, and, after waiting five minutes, follow flagman.

POMONA SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 167

February 2, 1936

Pasadena Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Pasadena
67 WP	487.7	TO	ALHAMBRA	4.8
			0.8	
	488.5		CROSSING P. E. RY.	4.0
			1.0	
I	489.5		MARENGO TOWER Crossing P. E. Ry.	3.0
			0.4	
	489.9		SO. PASADENA	2.6
			0.7	
23	490.6		GARFIELD AVE.	1.9
			0.6	
15	491.2		RAYMOND HOTEL	1.3
			0.0	
	491.2		CROSSING A. T. & S. F. RY.	1.3
			1.3	
Yard WP	492.5	TO	PASADENA	0.0
			(4.8)	

Service by extra trains only

POMONA SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 167

February 2, 1936

Duarte Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from End of Track
67 P	487.7	TO	ALHAMBRA	14.0
			1.0	
	488.7		CROSSING P. E. RY.	13.0
			0.8	
19	489.5		NORTH ALHAMBRA	12.2
			0.6	
18	490.1		EAST ALHAMBRA	11.6
			1.6	
41	491.7		SAN MARINO	10.0
			4.8	
20	496.5		ARCADIA	5.2
			0.1	
I	496.6		ARCADIA TOWER Crossing A. T. & S. F. Ry.	5.1
			1.6	
52 W	498.2		MONROVIA	3.5
			1.9	
21 TW	500.1		DUARTE	1.6
			1.5	
	501.6		RIVAS	0.1
			0.1	
59	501.7		END OF TRACK	0.0
			(14.0)	

Service by extra trains only
List of Intermediate Spurs page 12.

POMONA SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 167

February 2, 1936

Covina Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS		Distance from Pomona
96 PW	497.3	TO	BASSETT		17.8
			3.6		
34	500.9		BALDWIN PARK	Staff System	14.2
			0.1		
	501.0		CROSSING P. E. RY. (Stop)		14.1
			0.4		
28	501.4		CRUSHTON		13.7
			0.3		
	501.7		WITHAM		13.4
			0.6		
33	502.3		IRWINDALE		12.8
			1.8		
25	504.1		AZUSA AVENUE		11.0
			1.0		
Yard PW	505.1	TO	COVINA		10.0
			1.6		
9	506.7		SAVOY		8.4
			0.7		
27	507.4		CHARTER OAK		7.7
			1.1		
	508.5		CRSG. P. E. RY. LONE HILL	Staff System	6.6
			1.0		
38	509.5		SAN DIMAS		5.6
			2.4		
57	511.9		LA VERNE		3.2
			1.4		
	513.3		GANESHA JCT.		1.8
			1.8		
Yard KPTW 245	515.1	TO	POMONA		0.0
			(17.8)		

Service by extra trains only
List of Intermediate Spurs page 12.

POMONA SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 167

February 2, 1936

Chino Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Ontario
Yard KPTW 245	514.3	TO	POMONA	10.8
			1.1	
I	515.4		POMONA JCT. TOWER Crossing L. A. & S. L. Ry.	9.7
			4.6	
Yard W	520.0		CHINO	5.1
			2.4	
	522.4		EUCLID AVENUE	2.7
			2.6	
I	525.0		CROSSING L. A. & S. L. RY.	0.1
			0.1	
125 Yard P	525.1	TO	ONTARIO	0.0
			(10.8)	

Service by extra trains only

POMONA SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 167

February 2, 1936

Riverside Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Riverside
Yard BKWYOPT	539.0	TO	COLTON	7.2
			3.3	
98 P	542.3		HIGHGROVE	3.9
			1.0	
24	543.3		ORANGE CENTER	2.9
			0.7	
I	544.0		CROSSING A. T. & S. F. RY.	2.2
			1.4	
	545.4		RIVERSIDE JCT.	0.8
			0.8	
Yard P	546.2		RIVERSIDE	0.0
			(7.2)	

Service by extra trains only
List of Intermediate Spurs page 12.

POMONA SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 167

February 2, 1936

San Bernardino Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from San Bernardino
Yard BKWYOPT	539.0	TO	COLTON	3.2
			3.0	
I	542.0		E. ST. TOWER Crossing A. T. & S. F. Ry.	0.2
			0.2	
Yard WY	542.2		SAN BERNARDINO	0.0
			(3.2)	

Service by extra trains only

BEAUMONT SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 167

February 2, 1936

Redlands Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Greenspot
73	544.5	TO	BRYN MAWR	8.7
			0.5	
	545.0		MOTOR JCT.	8.2
			2.8	
Yard W	547.8		REDLANDS, 2D STREET	5.4
			0.1	
	547.9		CROSSING P. E. RY. (Stop)	5.3
			2.6	
	550.5		MENTONE	2.7
			0.9	
Yard	551.4		CRAFTON	1.8
			1.8	
Spur 3	553.2		GREENSPOT	0.0
			(8.7)	

Service by extra trains only
List of Intermediate Spurs page 12.

CALEXICO SUBDIVISION

	EASTWARD								WESTWARD			
	THIRD CLASS	FIRST CLASS					Time Table No. 167 February 2, 1936		FIRST CLASS			THIRD CLASS
Capacity of Sidings in Car Lengths	836	364	820	362	Distance from San Francisco			Distance from Calexico	363	365	819	831
	S. D. & A. E. Mixed	Motor	The Imperial	San Diego Passenger					San Diego Passenger	Motor	The Imperial	S. D. & A. E. Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
48 Yard BKWYOP		5.55 PM	4.55 AM		667.5	A. B. S.	TO-R NILAND 4.5	41.0		s 3.55 PM	s 10.43 PM	
P		f	f		672.0		ESTELLE 3.7	36.5		f	f	
Yard PY 92 W		f 6.0	s 5.25		675.7		TO CALIPATRIA 1.2	32.8		f 3.41	s 10.33	
Spur 77 P		f	f		676.9		BERNICE 4.1	31.6		f	f	
Spur 30 P		f 6.18	f 5.35		681.0		ROCKWOOD 5.2	27.5		f 3.32	f 10.19	
Yard BKWP 80		s 6.31	s 6.08		686.2		TO BRAWLEY 4.1	22.3		s 3.23	s 10.10	
P		f	f		690.3		GRAPE 5.3	18.2		f	f	
Yard P 138		f 6.46	s 6.28		695.6		TO IMPERIAL 3.8	12.9		f 3.05	s 9.38	
Yard BKPY 52 W	6.00 AM	s 6.55	s 6.58	12.05 AM	699.4		TO-R EL CENTRO 4.6	9.1	s 3.10 AM	s 2.55	s 9.27	s 6.50 PM
Yard 75 P	f 6.15	f 7.05	s 7.13	f 12.13	704.0		HEBER 4.5	4.5	f 3.01	f 2.45	s 9.10	f 6.37
Yard BKWYOP	s 6.30 AM	s 7.15 PM	s 7.25 AM	s 12.23 AM	708.5		TO-R CALEXICO	0.0	2.52 AM	2.35 PM	9.00 PM	6.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.30) 18.20	(1.20) 30.75	(2.30) 16.40	(0.18) 30.30			........Time over District........ .....Average Speed per Hour.....		(0.18) 30.30	(1.20) 30.75	(1.43) 23.88	(0.25) 21.84

Time of first class trains at Calexico applies at passenger station.
First class trains stop on signal at Raymer's Camp, mile and one half mile east of Bernice.

List of Intermediate Spurs page 12.

EASTWARD CALEXICO SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 167 February 2, 1936 Sandia Branch STATIONS	Distance from Holtville
Yard PY 101	675.7	TO CALIPATRIA 6.1	27.8
73	681.8	TURN 5.0	21.7
24 P	686.8	MUNYON 3.0	16.7
73	689.8	MOSS 1.9	13.7
24	691.7	ORITA 2.5	11.8
24	694.2	CURLEW 3.3	9.3
24 YP	697.5	SANDIA 6.0	6.0
	703.5	HOLTVILLE	0.0
		(27.8)	

Service by extra trains only
List of Intermediate Spurs page 12.

EASTWARD CALEXICO SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 167 February 2, 1936 Westmorland Branch STATIONS	Distance from Westmorland
Yard PY 101	675.7	TO CALIPATRIA 3.4	12.6
	679.1	VERDANT 1.5	9.2
12	680.6	SHAMROCK 2.5	7.7
22	683.1	FONDO 5.2	5.2
64 YP	688.3	WESTMORLAND	0.0
		(12.6)	

Service by extra trains only
List of Intermediate Spurs page 12.

EASTWARD SALTON SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 167 February 2, 1936 Laguna Branch STATIONS	Distance from Colorado
	744.4	POTHOLES 0.6	12.2
16	743.8	LAGUNA 4.2	11.6
25	739.6	SELLEW 7.4	7.4
	732.2	COLORADO	0.0
		(12.2)	

Service by extra trains only
List of Intermediate Spurs page 12.

FIRESTONE PARK SUBDIVISION

	EASTWARD						WESTWARD	
	FIRST CLASS			Time Table No. 167 February 2, 1936 San Pedro Branch			FIRST CLASS	
Capacity of Sidings in Car Lengths	8	14	Distance from San Francisco			Distance from Point Firmin	7	21
	Union Pacific Passenger	Union Pacific Passenger					Union Pacific Passenger	Union Pacific Passenger
	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily
IY			481.9	RIVER STATION TOWER 1.8	D. T.			
Yard BKYWOP	8.00 PM	8.00 AM	483.7	TO-R LOS ANGELES 1.5		24.3	s 8.30 AM	s 9.45 PM
	8.10 PM	8.10 AM	485.2	WASHINGTON ST. JCT. 0.3		22.8	8.18 AM	9.33 PM
I			485.5	CLEMENT JCT. TOWER Crossing P. E. Ry. 0.9		22.5		
98			486.4	VERNONDALE 0.9		21.6		
I			487.3	CROSSING A. T. & S. F. RY. 0.2		20.7		
			487.5	CROSSING P. E. RY. 1.6		20.5		
YWP			489.1	TO-R FIRESTONE PARK 1.2		18.9		
30			490.3	TWEEDY 1.0		17.7		
			491.3	CROSSING P. E. RY. 0.5		16.7		
25			491.8	LYNWOOD 2.3		16.2		
61			494.1	COMPTON 2.1		13.9		
I			496.2	DOMINQUEZ TOWER Crossing P. E. Ry. 1.5		11.8		
			497.7	ELFTMAN 2.3		10.3		
32			500.0	WATSON 1.4		8.0		
Y			501.4	THENARD 0.5		6.6		
			501.9	CROSSING P. E. RY. 0.2		6.1		
			502.1	ANAHEIM BOULEVARD 0.8		5.9		
			502.9	TO-R WILMINGTON 1.6		5.1		
I			504.5	SAN PEDRO DRAWBRIDGE 1.0		3.5		
Yard BOWPK			505.5	SAN PEDRO 0.9		2.5		
			506.4	CENTER STREET 1.6		1.6		
			508.0	POINT FIRMIN		0.0		
	Arrive Daily	Arrive Daily		(24.3)			Leave Daily	Leave Daily
	(0.10) 9.00	(0.10) 9.00		........Time over District........ .....Average Speed per Hour.....			(0.12) 7.50	(0.12) 7.50

List of Intermediate Spurs page 12.

Switch Tenders will be located at Washington Street Junction 3 P. M. to 11 P. M. Westward trains from Union Pacific stop to clear Alameda Street unless a signal to proceed is received from Switch Tender.

Eastward trains en route to Union Pacific must stop before crossing over Westward track near Washington Street Junction, unless signal to proceed is received from Switch Tender.

Westward trains and engines must not pass the clearing point of Union Pacific connection at Washington Street Junction when Switch Tender on duty, unless proceed signal is received from Switch Tender.

Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.

Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point unless proceed signal is received from Yardman.

Engineers will start trains at Los Angeles on hand signal from trainmen only.

Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows:

"Passenger trains when backing must be equipped with back-up hose or pipe with whistle attached."

In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.

Trackage east of Anaheim Boulevard is under jurisdiction of Harbor Belt Line Railroad. Eastward trains must communicate with yardmaster, Wilmington, before leaving Thenard.

FIRESTONE PARK SUBDIVISION

Time Table No. 167

February 2, 1936

Long Beach Branch

Capacity of Sidings in Car Lengths		EAST-WARD	Distance from San Francisco	STATIONS	Distance from End of Track	WEST-WARD
	PY		501.4	THENARD	2.7	
				0.6		
			502.0	CROSSING U. P. RY. (Stop)	2.1	
				0.4		
			502.4	CROSSING P. E. RY. (Stop)	1.7	
				0.2		
			502.6	MEAD	1.5	
				0.3		
			502.9	GASPUR	1.2	
				0.6		
Yard			503.5	TO LONG BEACH	0.6	
				0.1		
			503.6	CROSSING P. E. RY. (Stop)	0.5	
				0.5		
			504.1	END OF TRACK	0.0	
				(2.7)		

Service by extra trains only

FIRESTONE PARK SUBDIVISION

Time Table No. 167

February 2, 1936

Santa Ana Branch

Capacity of Sidings in Car Lengths		EAST-WARD	Distance from San Francisco	STATIONS	Distance from Dyer	WEST-WARD
	YWP		489.1	TO-R FIRESTONE PARK	30.3	
				1.0		
19			490.1	ARDMORE	29.3	
				1.8		
	I		491.9	CROSSING L. A. & S. L. RY.	27.5	
				0.2		
24			492.1	SOUTHGATE	27.3	
				1.1		
10			493.2	VINVALE	26.2	
				1.8		
21			495.0	TO DOWNEY	24.4	
				2.4		
17	P		497.4	STUDEBAKER	22.0	
				1.7		
39			499.1	TO NORWALK	20.3	
				2.1		
20			501.2	CARMENITA	18.2	
				3.2		
76			504.4	BUENA PARK	15.0	
				1.0		
32			505.4	ALMOND	14.0	
				3.6		
Yard 24	WY		509.0	WEST ANAHEIM	10.4	
				1.2		
			510.2	ANAHEIM	9.2	
				1.7		
30	P		511.9	TUSTIN JCT.	7.5	
				2.7		
19			514.6	WEST ORANGE	4.8	
				2.4		
Yard	BKWYOP		517.0	TO-R SANTA ANA	2.4	
				0.1		
			517.1	CROSSING W. LEG WYE	2.3	
				0.1		
			517.2	CROSSING E. LEG WYE	2.2	
				2.2		
63			519.4	DYER	0.0	
				(30.3)		

Service by extra trains only
List of Jntermediate Spurs page 12.

FIRESTONE PARK SUBDIVISION

Time Table No. 167

February 2, 1936

Whittier Branch

Capacity of Sidings in Car Lengths		EASTWARD	Distance from San Francisco	STATIONS	Distance from Whittier	WEST-WARD
17	P		497.4	STUDEBAKER	5.9	
				2.1		
			499.5	FULTON WELLS	3.8	
				1.1		
15			500.6	LOS NIETOS	2.7	
				0.0		
	I		500.6	LOS NIETOS TOWER Crossing A. T. & S. F. Ry.	2.7	
				0.4		
			501.0	CROSSING P. E. RY. (Stop)	2.3	
				1.2		
39			502.2	EVERGREEN STREET	1.0	
				0.9		
			503.1	CROSSING P. E. RY.	0.1	
				0.1		
27	TW		503.2	WHITTIER	0.0	
				(5.9)		

Service by extra trains only

FIRESTONE PARK SUBDIVISION

Time Table No. 167

February 2, 1936

Los Alamitos Branch

Capacity of Sidings in Car Lengths		EASTWARD	Distance from San Francisco	STATIONS	Distance from Los Alamitos	WEST-WARD
Yard	YWP		509.0	WEST ANAHEIM	9.4	
				2.3		
			511.3	NUTWOOD	7.1	
				2.3		
33			513.6	STANTON	4.8	
				0.4		
			514.0	CROSSING P. E. RY. (Stop)	4.4	
				0.1		
	Y		514.1	STANTON JUNCTION	4.3	
				4.3		
Yard			518.4	LOS ALAMITOS	0.0	
				(9.4)		

Service by extra trains only

FIRESTONE PARK SUBDIVISION

Time Table No. 167

February 2, 1936

Smeltzer Branch

Capacity of Sidings in Car Lengths		EASTWARD	Distance from San Francisco	STATIONS	Distance from Wiebling	WEST-WARD
	Y		514.1	STANTON JUNCTION	7.8	
				3.3		
50	W		517.4	WESTMINSTER	4.5	
				1.5		
15			518.9	SUGAR	3.0	
				0.6		
27			519.5	SMELTZER	2.4	
				1.0		
			520.5	WINTERSBURG	1.4	
				1.4		
9			521.9	WIEBLING	0.0	
				(7.8)		

Service by extra trains only

FIRESTONE PARK SUBDIVISION

Time Table No. 167

February 2, 1936

Tustin Branch

Capacity of Sidings in Car Lengths		EASTWARD	Distance from San Francisco	STATIONS	Distance from Tustin	WESTWARD
30			511.9	TUSTIN JCT.	10.5	
				0.5		
	I		512.4	ANAHEIM TOWER Crossing A. T. & S. F. Ry.	10.0	
				0.3		
			512.7	GRATTO	9.7	
				1.8		
21			514.5	MARLBORO	7.9	
				0.2		
			514.7	CROSSING A. T. & S. F. RY. (Stop)	7.7	
				2.0		
18			516.7	VILLA PARK	5.7	
				1.7		
33			518.4	MCPHERSON	4.0	
				1.0		
18			519.4	EL MODENA	3.0	
				3.0		
26	W		522.4	TUSTIN	0.0	
				(10.5)		

Service by extra trains only

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070	....	....	....
" —66 ft.	127,610	....	....	....
" —70 ft.	122,620	....	....	....
" —70 ft. (With Auto. End Door)	125,800	....	....	....
" ..(Dynamo)	98,730	....	....	....
"	....	87,120	....	....
Baggage & Mail—60 ft.	103,620	....	....	....
" " " —69 ft.	124,760	....	....	....
" " " —70 ft.	129,140	....	....	....
" " "	....	103,590	....	....
" " " Passenger	108,675	112,640	....	....
Express Refr.—N. P. Ry	....	74,000	....	....
" " —A. R. E. No. 40–154	....	78,000	....	....
" " — " " 155–224	....	89,000	....	....
" " — " " 500–506	....	110,000	....	....
" " — " " 1101–1175	....	85,000	....	....
" " —P. F. E. " 500–799	....	83,000	....	....
Express, Horse	133,050	....	....	....
Postal	112,120	....	....	....
Postal Storage—40 ft.	74.530	....	....	....
" " —60 ft.	105,120	....	....	....
Club	146,210	122,300	160,726	153,710
Official	170,700	155,370	....	....
Chair—60 ft.	100,620	....	112,985	108,120
" —74 ft. (Ice Sys.)	....	....	180,915	173,125
" —74 ft. (Steam Ejec. Sys.)	....	....	197,944	181,600
Coaches—60 ft.	98,130	....	110,380	105,630
" —70 ft.	137,640	....	151,671	145,140
" —72 ft.	....	....	153,782	147,160
" —73 ft.	....	....	168,245	161,000
" —72 ft. (Interurban)	120,000	....	....	....
All-Day Lunch—Chair	105,970	....	....	....
" " —Coach	103,875	....	....	....
Cafe Coach	....	138,600	*152,675	*146,100
Diner—70 ft.	....	135,930	....	....
" —72 ft.	155,330	146,930	....	....
" —77 ft. (Arch Type Roof) (Ice Sys.)	156,000	....	170,857	163,500
" —77 ft. (Clere Story Roof) (Ice Sys.)	....	165,530	179,400	171,675
" —77 ft. (" " ") (Mech. Sys.)	....	....	189,581	173,836
" —79 ft.	169,100	....	....	....
" —80 ft. (Clere Story Roof) (Mech. Sys.)	....	....	201,323	184,700
Cafe Parlor	148,950	161,200	160,198	153,350
Lounge	....	....	188,949	180,813
Observation—75 ft.	154,400	....	169,185	161,900
" —77 ft.	....	....	194,543	186,166
"	....	141,870	....	....
Pullman-Observation (Ice Sys.)	160,800	153,000	177,314	169,200
" " (Mech. Sys.)	160,800	153,000	185,627	170,300
" " Lounge (Ice Sys.)	171,200	....	187,682	179,600
" " " (Mech. Sys.)	171,200	....	196,963	180,700
Pullman Bedroom Car (Ice Sys.)	167,600	....	183,920	176,000
" " " (Mech. Sys.)	167,600	....	193,039	177,100
" Sleeper (Ice Sys.)	163,100	....	180,075	171,500
" " (Mech. Sys.)	163,100	....	188,134	172,600
" Tourist (Ice Sys.)	153,000	....	168,663	161,400
" " (Mech. Sys.)	153,000	....	167,625	162,500
Rail Gas-Electric Car, 400 H.P.	158,400	....	....	....
" " " " 600 H.P.	167,200	....	....	....

*Steel Underframe.

INTERMEDIATE SPURS

NAME	Mile Post	Capacity
Santa Barbara—Burbank Jct.		
So. Cal. Edison	399.6	14
Tapo Citrus Assn	437.0	14
Edfu	401.0	22
El Rio	405.6	12
Todd	410.6	9
Ojai Branch		
Matilija	411.1	3
La Cross	405.1	8
Weldons	402.4	3
Wadstrum	400.3	19
Ebba	399.4	3
Chrisman	399.0	12
Santa Paula Branch		
Kimball	404.5	15
Tepic	413.3	2
Kevet	415.9	8
Keith	421.2	14
Fillmore Gravel Pit	423.8	33
Elk Oil Co	423.8	5
Wilshire	426.8	8
Cates	429.2	8
Rockbank	432.5	18
So. Cal. Edison	446.2	26
Burbank Branch		
Lapaco	463.9	3
Saugus—Los Angeles		
Joko	462.5	15
Consolidated Rock	465.1	10
Industrial	477.9	22
Taylor	479.3	30
Los Angeles—Colton		
Stoneman	489.3	49
Ambler Grain Mill	491.3	13
Rudell	491.7	14
Savanna	493.2	57
C. C. Stafford	496.5	16
International Livestock	498.4	14
Hill-Benton	508.1	12
Viento	526.1	11
Colton—Indio		
Oehl Packing Co	540.4	16
Niland—Calexico		
Miller and Cummings	688.0	22
Sandia Branch		
Butters	689.6	11
Fuller	699.4	9
Westmorland Branch		
Casaba	684.8	2
Laguna Branch		
Bard	737.8	14
Duarte Branch		
Sunnyslope	492.9	3
Covina Branch		
P. E. Ry	502.0	3
Lateen	503.0	8
Hobbs	512.9	14
Riverside Branch		
Grand Terrace	541.2	2
Redlands Branch		
Eastberne	549.2	7
Warner	549.9	2
San Pedro Branch		
Dolores	498.4	2
Santa Ana Branch		
Miraflores	512.9	80
Mirakel Chemical Co	513.3	6
Los Alamitos Branch		
Neff	510.3	3
Tustin Branch		
D. Hewes	520.1	6

Figures shown in time table, under heading "Capacity of Sidings in Car Lengths," denote number of cars averaging 46 feet that the respective sidings will hold, not including cabooses or engines.

SPECIAL INSTRUCTIONS

"SAFETY"

RULE 2. Watch inspectors:
S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Los Angeles	Newton Moore, 301 O. T. Johnson Bldg. Geo. D. Davidson Co., 445 S. Spring St. O. H. Patzer, 2708 North Broadway
Glendale	John R. Leaney
Whittier	F. A. Penzinger
Santa Ana	R. H. Ewert
Oxnard	Baker & Davis
Santa Barbara	I. F. Bitterly
San Pedro	C. E. Perham
Long Beach	P. T. Myers
Pasadena	J. Herbert Hall Co.
Pomona	C. C. Zilles
Colton	E. W. Cosgrove
Redlands	Howard S. Smith
Beaumont	J. Fred Sprague
Indio	E. G. Shepard
Yuma	Wm. Baird
San Fernando	F. G. Marshall
Van Nuys	C. H. Berggren
Ventura	R. W. Cummings
Brawley	F. T. De Arman
El Centro	R. E. Couch
Fillmore	Harvey H. Hoy
San Bernardino	Chas. M. Hanf
Riverside	F. S. Fisher
Calexico	Sieglitz Company

RULE 10. Between Grand Terrace and San Bernardino signals must be placed on east side of track.

RULE 14 (d). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99:

Saugus	Trains on Santa Paula Branch.
Burbank Jct.	Trains on Coast line via North Los Angeles and trains on Burbank Branch.
Mission Jct.	Trains on River Station Tower line.
Pomona	Trains on Covina Branch.
Ontario	Trains on Chino Branch.
Araz Jct.	Trains on Inter-Cal. line.
Colorado	Trains on Laguna Branch.

RULE 14 (e). As specified below six long sounds will be indication that flagman may return from east as prescribed by Rule 99:

Calipatria	Trains on Sandia and Westmorland Branches.
Niland	Trains on Calexico line.
Bryn Mawr	Trains on Redlands Branch.
Colton	Trains on Riverside and San Bernardino Branches.
Pomona	Trains on Chino Branch.
Bassett	Trains on Covina Branch.
Alhambra	Trains on Duarte and Pasadena Branches.
Chatsworth	Trains on Burbank Branch.
Ventura Jct.	Trains on Ojai Branch.
Montalvo	Trains on Santa Paula Branch.
Thenard	Trains on Long Beach Branch.
Firestone Park	Trains on Santa Ana Branch.
Studebaker	Trains on Whittier Branch.
West Anaheim	Trains on Los Alamitos Branch.
Tustin Jct.	Trains on Tustin Branch.
Stanton Jct.	Trains on Los Alamitos Branch.
River Station Tower	Trains on Mission Jct. line.

RULE 17 (C). Headlight on light engines running forward must be dimmed in A, B, and C units Los Angeles yard.

RULES 17 and 19. Night signals will be displayed through all tunnels.

RULE 21 (C). Indicators of engines on extra trains will be displayed during time train is in Colton yard.

RULE 26. When signal displayed at end of ice platform along P. F. E. tracks 5, 6 and 7, Colton; cars on these tracks must not be coupled to or moved.

RULE D-71. Trains and engines may move within limits of Los Angeles yard with current of traffic irrespective of time table superiority, but must avoid delaying first-class trains.

Eastward trains may move on Eastward track irrespective of time table superiority Araz Jct. to Yuma.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. If a positive observation check be made by a westward train between Yuma and Araz Junction, it will apply at end of double track at Araz Junction when no operator is on duty at Araz.

Trains approaching each other between these stations, when no operator at Araz, will reduce speed sufficiently to permit identification.

Eastward trains will comply with Rule 14 (k) when approaching trains on opposite track.

RULE 83 (A). At the following stations only trains indicated will register.

Los Angeles Yard and Los Angeles, originating and terminating	
Firestone Park	Westward extra trains
Calipatria and Brawley	Nos. 819 and 820

Light engines will not register at Los Angeles Yard except those to and from the Firestone Park Sub-division.

RULE 83 (B). Trains may register by ticket as follows:

Saugus	First class trains
Burbank Jct.	Regular trains
Colton	First class trains
Niland	Nos. 1, 2, 3, 4, 11, 822, 824, 826

SANTA BARBARA

Train order office is located at freight house 8:00 A.M. to 12:01 A.M., and at passenger station 12:01 A.M. to 8:00 A.M.

Conductors and engineers of westward first-class trains receiving train orders and instructions at freight house will deliver them to relieving crew at passenger station.

First-class trains must register at passenger station and must register by ticket at freight house when operator on duty.

Rule 14 (k) must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains.

RULE 83 (D). Trains must obtain clearance before leaving:

Saugus	To and from Santa Paula Branch.
Los Angeles Yard or River Station Tower, en route to Firestone Park Subdivision.	
Yuma	Inter-California Railway routed trains, Inter-California Railway clearance in addition to Southern Pacific clearance.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at:

Santa Barbara
Ventura
Montalvo (on Santa Paula line only)
Oxnard
Fillmore
Saugus
San Fernando
Los Angeles
Santa Ana
Anaheim
West Anaheim
San Pedro
Long Beach
Pomona
Covina
Chino
Ontario
Colton
Riverside
San Bernardino
Redlands
Craften
Beaumont
Indio
Niland
Calipatria
Brawley
Imperial
El Centro
Heber
Calexico

Approach west switch "A" unit, Los Angeles Yard, on third track east of Glendale Tower with caution. Call for signal from switchtender; failing to receive signal stop west of west switch.

Westward trains before entering "A" unit, Los Angeles Yard, must sound whistle signal one long, one short, one long.

Switch leading westward off westward main track towards Butte Street Yard, near 27th and Alameda, Los Angeles, also crossover switches in same location, may be left as used.

RULE 95. Eastward first-class trains taking down signals at Colton must do so at yard office.

RULE 97. Extra trains must not run via Santa Paula, Burbank, Covina, Chino, or Sandia branches unless train order so specifies.

RULE D-97 (A). Will apply between Santa Barbara and East Santa Barbara, Burbank Jct., Firestone Park and Alhambra and between Araz Jct. and Yuma.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED.

Los Angeles Ry., on following spurs, Boyle Mfg. Co., Santa Fe Ave., near Fruitland Road; California Dressed Beef Co., 3969 Santa Fe Ave.; Date Street on Macy Street, Holbrook, Merrill and Stetson Spur, just east of Naud Jct.—STOP 25 feet from crossing and do not proceed until member of crew has gone on to crossing, ascertained that it is safe to do so, and has given suitable proceed signal.

Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.

Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.

Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks must have right of way provided ready to move immediately.

Pacific Electric Railway:

North Hollywood—STOP.

Van Nuys, Canoga Park—Approach not exceeding 8 miles per hour. If crossing clear, proceed.

One mile east of Tweedy, 1.1 miles east of Vernondale—approach not exceeding 6 miles per hour. If crossing clear, proceed.

First crossing one-half mile west of Wilmington, unless clear view and crossing seen to be unobstructed—STOP.

Trains and engines must stop before proceeding over Pacific Electric crossing one mile east of Thenard (Long Beach Branch) and 0.4 mile east of Stanton, and a member of the crew must go forward and ascertain that no train is approaching on opposing route in either direction that will interfere with movement of their train over crossing. In foggy or inclement weather when view is obscured all cars and trains on the opposite line of railroad will be brought to a stop before proceeding over the crossing.

Griffith Lumber Spur, Santa Ana—STOP.

Pasadena Branch M. P. 488.5 and Duarte Branch M. P. 488.7—STOP, be preceded by flagman and not foul crossing if Pacific Electric train is approaching.

Colton—Trains or engines must approach crossing prepared to stop before fouling same. When it is seen crossing is clear, trains or engines may proceed without stopping. Engines shoving cars will stop clear of crossing and proceed when same is seen to be clear. Cars must not be kicked over this crossing.

Union Pacific Ry.—Old Chino line, Ontario—STOP. Electrically locked derail.

Cars must not be kicked over a railroad crossing not protected by an Interlocking plant, unless a member of the crew is at crossing.

West end Calexico Subdivision at Niland is at connection just west of station.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Edison Spur one mile west of Pardee—Telegraph Road on Spur. (Movements to be made only during daylight hours.)

Limoneria Spur and Rockbank—Telegraph Road on spur.
Industrial—Fletcher Drive, on Van de Kamp spur.
South Gate—Independence Avenue, on Philadelphia Quartz Co. spur.
Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.
Riverside—Orange Avenue, Seventh and Eighth Streets.
Redlands Second Street—Orange Street, Second Street.
Redlands Second Street—Fourth Street on Mutual Orange Assn. spur.
Duarte—Foothill Boulevard, east of Station.
Anaheim—Los Angeles Street.
Santa Ana—Fourth Street.
Alhambra—Mission Road on track leading to Edison Plant.
Yuma—All crossings in old yard.

Before pushing or backing cars on house track or drill track over Main Street crossing, El Centro, flagman must be placed on crossing until leading car has passed.

RULE 104. The normal position of switches at junction points is as follows:

East Santa Barbara......	Oil buffer spring switch—westward trains.
Firestone Park (eastward)	Los Angeles—Anaheim Blvd.
Firestone Park (westward)	Santa Ana—Los Angeles.
Stanton Jct..............	West Anaheim—Los Alamitos.
Alhambra................	Switch in westward siding for Duarte Branch.
Ganesha Jct..............	170 feet east of LaVerne and Lone Hill—Pacific Electric Line.
Ontario.................	Switch in siding for siding.

RULE 104 (D). Use of S. P. class engines in making running switches is prohibited unless engine is routed over other than diverging track, except at east end Beaumont where speed must not exceed 8 miles per hour entering turnout.

RULE 105. West end Burbank Branch, Chatsworth, is at East Connection Switch, Signal 4461, east of station.

West end Covina Branch at Bassett is at Covina main track derailing switch near water tank.

West end Chino Branch is at Pomona Junction.

When using siding at Oxnard, eastward trains must enter and westward trains leave through connection at Signals 4078 and 4077. Inside switch on siding must be left lined for drill track.

First-class trains, meeting at Pomona, will use connections just east and west of station to enter and leave siding.

At Colton, taking siding, initial switch for eastward first-class trains is just east of A. T. & S. F. Ry. crossing, and for eastward freight trains is switch just east of Ninth Street, leading into train yard. Eastward inferior trains using main track between A. T. & S. F. Ry. crossing and switch leading into train yard must do so only under protection against superior trains.

Trains taking siding at Palm Springs must keep to the right, westward trains taking first track from main track and eastward trains second track from main track. Inside switches at approaching end of siding must be left lined accordingly.

When first-class trains meet at Indio, eastward train take siding through connection just west of station.

Eastward extra passenger trains, unless otherwise instructed, take siding at Indio.

Eastward trains taking siding at Indio use connection 200 feet east of signal 6110.

RULE 221. Light will not be displayed in train order signals on Firestone Park Subdivision east of Firestone Park; nor on Santa Paula, Duarte, Pasadena and Covina branches except when train orders are to be delivered.

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance reading:

"OK at............M..........Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 825. When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a human flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

In cutting crossing Sepulveda Boulevard Raymer, Penrose Ave., Roscoe or Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

Cars must not be left standing on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeill & Libby Plant, S. E. corner of Verdugo Ave. and S. P. tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and S. P. tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and S. P. tracks; on Team Track, most northerly track crossing Olive Avenue.

Skids at Santa Barbara, one located on fence next main track west of Chapella Street, other on fence west of Montecito Street.

A skid must be placed on rail, against wheel of east truck, of cars set out on passenger house track to prevent movement should hand brakes be released.

After skids have served their purpose, they must be returned to their proper location.

TRAIN AND AIR INSPECTION

Freight trains eastward must stop at Cabazon and Garnet, and westward at El Casco or Ordway 10 minutes for inspection.

Exceptions:

If required to stop at any station, Owl to Garnet, inclusive, not less than 10 minutes inspection will be made, and subsequent run for inspection must not exceed 14 miles.

When an eastward train is delayed to exceed 25 minutes at an inspection point, subsequent run for inspection must not exceed 10 miles.

Eastward freight trains, which do not stop at Rimlon, must stop 5 minutes at Edom.

Engines running light on descending grade between Colton and Edom must stop for inspection a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition.

Between Yuma and Niland, trains handling loaded cars must not make a continuous run to exceed forty (40) miles without stop for inspection, except eastward trains may run Niland to Drylyn, and Acolita to Yuma.

AIR BRAKE RULE 11.

Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, the engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

Attention is directed to Safety Appliance Act which requires that whenever any train is operated with power or train brakes, not less than 85 per cent of the cars of such train shall have their brakes used and operated by engineer of locomotive drawing such train; and all power-brake cars in every such train which are associated together with the 85 per cent, shall have their brakes so used and operated.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULE 16.

Air brake test must be made before descending grade from Beaumont.

Within limits Los Angeles Yard air brake test must be made only leaving originating point unless continuity of brake pipe has been disturbed.

In conjunction with air brake test leaving Los Angeles Yard, Yuma, and approaching Burbank Junction eastward, communicating signal 16-H will be used.

If the air brake on a westward train is used at Burbank or Burbank Junction, test approaching Raymer interlocking limits is not required on that train.

AIR BRAKE RULE 17.

Rear end test must be made on freight trains immediately before leaving Beaumont.

Rear end test on incoming freight trains after setting out cars in one unit of Los Angeles Yard and before proceeding to another need not be made.

Before a train which has stopped on grade is signalled to proceed, air gauge in caboose must be observed. If gauge indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

AIR BRAKE RULE 56.

PASSENGER TRAINS

Descending grade between Bryn Mawr and Garnet retaining valves on not less than 75% of cars in the train must be turned up.

FREIGHT TRAINS

125 M's per operative brake must not be exceeded on descending grade between Colton and Garnet.

One retaining valve for each 120 M's, commencing at forward end of train must be turned up Beaumont to Edom. Retaining valves may be turned down at Rimlon if train stops for other operating reasons and not required beyond in judgment of engineer.

One retaining valve must be turned up for each 140 M's Beaumont to Redlands.

One retaining valve must be turned up for each 200 M's Redlands to Colton.

One retaining valve must be turned up for each 100 M's in westward trains of over 10 cars on Pasadena and Redlands branches.

One retaining valve must be turned up for each 400 M's in eastward freight trains of 45 or more cars as follows:

At Tunnel or Sylmar turn up each alternate, beginning with head car; at Pacoima turn down those in use and turn up each alternate, beginning with next to head car; at Burbank Junction turn down.

If, in the judgment of the engineer, or conductor, additional retaining valves are required to properly control speed of the train, trainmen shall turn them up accordingly.

Where retaining valves are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

RULE 829. Westward passenger trains, except No. 75, of 14 or more cars, take water at Oxnard and in making station stop, Santa Barbara, rear of train must clear State Street.

RULE 831. Steel underframe outfit cars must be placed behind helper engines.

Passenger equipment in freight trains must be handled on rear next ahead of outfits and other rear end equipment. Pennsylvania Railroad refers must not be handled in blocks; another class of refer or other car must be placed between each car.

RULE 833. Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on down hill end of cars.

When necessary to move cars ahead of engine do not exceed 20 miles per hour.

RULE 843. When a train is split at two sidings for the purpose of meeting or passing trains, conductor must accompany both portions of the train.

RULE 869. Steep grades descending:

Eastward..........
Chatsworth to Glendale.
Tunnel to Glendale.
Alhambra to Bassett.
Bloomington to Colton.
Beaumont to Indio.
Knob to Yuma.

Westward..........
Beaumont to Colton.
Pomona to Puente.
Hasson to Camarillo.

All brakemen must ride on top of their freight trains through yards at Santa Barbara (except rear brakemen of westward trains entering yard), Los Angeles (between Glendale and Aurant) and Indio.

Trainmen must not ride on top of their train while passing through Tunnels 25 and 26.

Swing brakemen must ride near middle portion of train assigned to them.

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track.

AUTOMATIC BLOCK SYSTEM

Block Signals in addition to those shown in brackets on schedule pages are in operation as follows:

River Station Tower and Naud Junction.......Eastward Track
College Street and River Station Tower.......Westward Track
Mission Junction and Naud Junction...........Westward Track
River Station Tower and Mission Junction
Dayton Ave. Tower to East Bank Junction
Firestone Park governing westward trains.
Piru, East and West end.......................Distant signals
Camulos, East end...........................Distant signal
Castaic, East end............................Distant signal

At Glendale and Burbank, trains moving from or to Westward main track at East end of center siding must first line inside switch, then derail. After movement has been made, derail must be lined before inside switch is returned to normal position.

When signals 4789, 4791, 4793 and 4790 indicate stop, trains must not proceed until signal indicates proceed, or hand signal to proceed is received from switch tender.

Dwarf light block signal 7320, east leg of wye Colorado, is normally dark. When derail closed signal will light and indicate stop. When route is properly lined, and no train or engine in block, signal will indicate proceed. Train or engine moving to westward main track throw derail first, and when moving to eastward main track throw derail, then switch at west end of crossover.

Dwarf light block signal 6990, El Centro, governing movement eastward trains of S. D. & A. E. is normally dark. When route properly lined and no train or engine in block signal will indicate proceed. If it continues to indicate stop 2 minutes after route is lined, be governed by Rule 509.

OIL BUFFER SPRING SWITCHES

These switches located as follows and speed indicated must not be exceeded passing over them:

End of double track, East Santa Barbara—Eastward, 15 M.P.H.; Westward, 20 M.P.H.

East end of freight lead, East Santa Barbara—Westward, main track, 20 M.P.H.

Dwarf Light Block Signal governing eastward movement from Freight Lead to Main Track at Clearance Point. Signal normally dark, but will display light indication when train or engine enters lighting circuit on lead. If the Main Track either side of the switch within the lighting circuit is occupied, Signal will indicate Stop. If signal indicates stop, train may proceed in accordance with Rule 509, but must be protected as prescribed by Rule 99.

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP," careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches.

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

The following block signals have included in their control limits a special protective device. When these signals indicate "STOP," careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding: Culvert 457-D between block signals 4574 and 4579 on Burbank Junction-Saugus line.

Block signals—4500 to 4513 Saugus—5139, 5140, 5145 and 5146 Pomona—5196 and 5209 Ontario—5396 Colton—6111, 6115, 6116, 6118, 6119, 6121 Indio—6748, 6761 Calipatria—6846, 6852, 6869 Brawley—6990, 6991, 6994, 6995, 7001 El Centro—7066, 7078, 7085, Calexico govern movement of trains entering yards. If signals indicate stop, after stopping train may proceed with caution, not exceeding 12 miles per hour.

Short arm signal 5629 east end Beaumont siding governs trains entering siding. If signal does not clear when switch is thrown train must proceed under protection of flag through siding.

Eastward freight trains having more cars than can be placed between San Fernando Road and home interlocking signal at Burbank Junction; if automatic home signal 4706 indicates stop, must stop west of crossing and communicate with signal operator by telephone located on post opposite signal 4706.

RULE 509 (E). That portion reading: "And the intervening track is seen to be clear," is interpreted as referring to the track being clear of engines and/or cars.

RULE 511. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

RULES 512 and 512 (A). Switch indicators and dwarf signals located

Montalvo Wye.
West end house track, Oxnard.
Hill-Benton spur between Walnut and Spadra.
East end yard track, Indio.

When switch indicator shows block clear, derail and switch may be lined for movement to main track. Signal is normally dark, but when derail is lined, signal will light and indicate stop. When derail and switch are both lined and block is clear, signal will indicate proceed. When switch indicator shows block occupied derail only may be lined. After waiting two minutes switch may be lined. If signal indicates stop after switch and derail have been lined, train will proceed as prescribed by Rule 509.

RULE 516. Block signal lay out at Haig, Nicklin, Pershing, Mons and Flowing Well is so arranged that by opening main track switch or derailer, block signals between these stations and the next station beyond will indicate stop. When holding main track to meet a train, do not open switches until approaching train has passed the signal intermediate between stations.

Overlap posts are located at:

Newhall —Eastward trains—2000 feet east of west switch.
Stoneman—Eastward trains—Midway between switches.
Stoneman—Westward trains— " " "
Savanna —Eastward trains— " " "
Bernice —Westward trains— " " "
Colorado —Eastward trains—signal 7318.

INTERLOCKING

When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give two short, one long and two short sounds of steam whistle for the information of signal operator.

LOS ANGELES YARD
BURBANK JUNCTION TOWER

To Roscoe or Los Angeles, one long.
To Hewitt, one long, four short.
To siding, five short.
To Industrial lead, one short, one long, one short.

GLENDALE TOWER

To or from lead unit "A," five short.

DAYTON AVENUE TOWER

To Glendale or Los Angeles, one long.

To East Bank line, or "C" unit, five short.

To Midway unit or freight lead, one long, one short, one long.

If Signal 4808-SA indicates stop, train may if yellow flashing light is displayed, proceed in accordance with Rule 663 (a). In the event flashing light not received, call tower on telephone for authority to proceed under Rule 663 (b).

If either interlocking signal at west end of East Bank Line or interlocking dwarf signal at first crossover west of East Bank Junction on East Bank line, governing movements against current of traffic on eastward track indicate stop, call tower on telephone for authority to proceed under Rule 663 (a).

RIVER STATION TOWER

To Glendale or Los Angeles, one long.

To Mission Junction or Yard lead, five short.

To tracks one to five inclusive or to "B" shed, except track one, one long, one short, one long.

To tracks six to eleven, inclusive, or to track one "B" shed, one long, four short.

To Mission Junction against current of traffic, four short, one long.

NAUD JUNCTION TOWER

To Mission Junction, four short.

MISSION TOWER

To Alhambra or Naud Junction or east or west on East Bank Line, one long.

To Roundhouse and to or from East Bank or Alhambra, one long, four short.

To River Station Tower, five short.

To Brewery spur or Lacy Manufacturing Co., three long, one short.

To Union Pacific transfer, four short, one long.

To outbound roundhouse track, or Pacific Coast Packing Co., one long, one short, one long.

To Pressed Brick spur, two short, one long, one short.

To Barber Asphalt Co., one short, one long, one short.

To River Station Tower against current of traffic, one long and one short, followed by five short.

CLEMENT JUNCTION TOWER

To Butte St. Interchange Yard, one long, one short, one long.

NADEAU INTERLOCKING PLANT (AUTOMATIC)

Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

SANTA ANA BRANCH

SOUTHGATE INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry.

ALHAMBRA TOWER

Switch at end of double track and derail on eastward track are operated by signal operator. If signals indicate stop call signal operator on telephone and when authorized by him, proceed in accordance with Rule 663 (b). Rule 605 does not apply at this tower.

EL MONTE TOWER

To or from siding, five short.

CHINO BRANCH

POMONA JUNCTION TOWER

To Packing House track, one long, four short.

ONTARIO INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry., 0.2 mile west of Ontario.

BLOOMINGTON TOWER

To or from siding, five short.

To house track or packing house spur, one long, one short, one long.

COLTON TOWER

To No. 1 track, one long four short.

To No. 2 track, one long, one short, one long.

To Riverside, one short, two long.

To Santa Fe interchange, five short.

SAN BERNARDINO—E STREET TOWER

To wye, one long, one short, one long.

To house track, three long, one short.

To Pacific Electric track, one long, four short.

HIGHGROVE INTERLOCKING PLANT (AUTOMATIC)

Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

ARAZ TOWER

Switches at Araz Junction are operated by signal operator.

If signals indicate stop, call signal operator on telephone and when authorized by him, crank switches if route is not properly lined, and proceed in accordance with Rule 663 (b).

Crank and instructions in box on post opposite switch.

For Inter-California Railway, one long, four short.

Crossover switches at Araz will be thrown by signal operator.

AUTOMATIC INTERLOCKING PLANTS

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box, equipped with a switch lock, at crossing and must comply with rules posted therein.

After release has been operated by flagman, signal should change to "Proceed," or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. In the event red indicator light does not appear, movement over crossing must be protected in each direction on the intersecting tracks. Instructions in box indicate the time interval required for release to function.

STAFF SYSTEM

COVINA BRANCH

Between Lone Hill, San Dimas, La Verne and Ganesha Junction, and between Baldwin Park, Irwindale and initial switch yard on Reliance Spur.

MISCELLANEOUS

1. Leading engines on freight trains of over 30 cars descending grade must be detached while taking water at Moorpark, Chatsworth, Raymer, San Fernando, El Casco, Beaumont, Cabazon, Palm Springs, or Garnet.

3. Freight trains of over 70 cars exceeding 4500 M's with one 2-10-2 engine or 5300 M's with one S. P. class engine must be doubled from Chatsworth to Hasson.

4. For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

(b) Engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Helper engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

(d) When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class.

(e) Helper engines on freight trains must be placed in rear through Tunnels 25 and 26.

(f) Engines with cars must not be cut off or coupled to a train while same is in motion.

6. Ventura County Railway has preference on Oxnard Wye.

8. At points where engine is to be changed, or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off the steam one half-mile from station.

10. Pocket track, Saugus, extending west from westward siding, must not be used by trains.

Tracks diverging from main track to following industries and routes Los Angeles yard must not be used by engines equipped with pony or engine truck:

Lincoln Warehouse Spur, College Street,
Paraffine Spur, Main Street, just east of Naud Junction,
Kerckhoff Lumber Co., Naud Junction,
Daniels Spur, West of Aliso Street,
City Water Department, Ducommon Street,
Los Angeles Warehouse, Jackson Street,
Jackson Street Drill, Jackson Street,
Wickwire Spencer Steel Co., Turner Street,
California Hardware, Davies Spur No. 1 and Davies Spur Extension, between 1st and 2nd Streets,
Roeblings Spur, 2nd Street.
Haas, Baruch & Co., Panama No. 3, Panama No. 4, Ducommon Spur, between 2nd and 3rd Streets.
Southern California Box Co., between 3rd and 4th Streets.
Bekins Van and Storage Co., 4th Street.
Fifth Street Team, 5th Street.
Simmons Bed Co., between 5th and 6th Streets.
New Sixth St. Market, 6th Street.
Old Sixth St. Market, between 6th and 7th Streets.
Santa Monica Air Line, 25th Street.
South Leg of Wye, Butte Street, 25th Street.

F, Mt, SP and AC class engines must not be used on any Branch.

Engines heavier than C5 class must not be used on Pasadena and Duarte Branches.

Engines heavier than M4 class must not be used on Ojai Branch except C class may be used between Ventura Junction and Ortonville.

A and P class engines over 75,000 lbs. on drivers, T class over 100,000 lbs. on drivers, M class over 135,000 lbs. on drivers, TW class or C class over 125,000 lbs. on drivers, and cars gross load over 154,000 lbs. are restricted from operating over bridges 401-L and 405-B on Ojai Branch.

Engines heavier than M8 class must not be used on Smeltzer, Los Alamitos, Tustin and Laguna Branches or Miraflores Spur.

Engines heavier than C class must not be used on tracks at points listed below:

Santa Barbara Yard	In old yard, Caboose, Swamp, team behind freight house. Must not back up through short crossovers at west end freight yard.
Summerland	No track other than Main track.
Ortega	Spur off west end of siding.
Carpinteria	Spur, outfit, MOD spur east of road crossing.
Seacliff	House, 200 feet beyond clearange point, both ends.
Ventura	Wholesale Grocery, Union Oil, Corral, spurs on Ojai branch between Ventura Jct. and Main St. except Hobson Bros. and water spurs.
Montalvo	Spur off west end siding, all tracks in Old Yard except Main track, Texaco Oil spur.
El Rio	Spur.
Oxnard	Ventura County Ry. leads, wye and No. 4, G&G spur west of packing shed.
Todd	Spur.
Leesdale	Beet beyond clearance point.
Sucrosa	Beet.
Camarillo	S.P. Milling from west switch to point 90 feet west of switch to Walnut House.
Somis	Corral and S.P. Mill beyond west end warehouse.
Lagol	Spur.
Moorpark	Corral, Standard, Union Oil spurs and S.P. Mill beyond west end warehouse.
Strathearn	Corral.
Simi	Warehouse.
Santa Susana	Tapo spur Mill, Corral, Oil spur, House, 200 feet beyond clearance point, both ends.
Hasson	Spurs at east end Hasson siding.
Chatsworth	Storage, all tracks in Old Chatsworth Park yard from a point 100 feet west of switch.
Hewitt	Team.
Wahoo	Quarry.
San Fernando	Newmark, Orange Assn. spur and transfer track.
Tunnel	Water, magazine spur.
Waltz	Powder spur.
Elayon	Oil spur.
Saugus	Team, water, house and aqueduct tracks.
Aurant	Storage.
San Pedro	High line.

Pomona	Back team track west of Main St. Winery spur.
Ontario	Orange Products spur south side building.
Decleyville	Quarry tracks.
Beaumont	West end oil unloading track, Blinn Lumber spur.
Rockwood	Spur.
Brawley, El Centro, Calexico	Icing tracks or leads.
El Centro	Old wye.
Calexico	Wye.
Between Niland and Calexico	Industry tracks.
Between Indio and Yuma	Spurs, except Standard Oil, Narborn, Coachella Valley Grape Growers, and ice house spurs at Coachella and water track spur at Mecca.

Engines must not use Consolidated Rock tracks, Roscoe, beyond derails west of Radford Ave.

AC class engines must not use Bunnel or Day tracks Saugus or Wye Colton, except may use Bunnel track Saugus on west end to point not to exceed two engine-lengths east of crossover.

Engines must not pass over scale in Guasti Winery spur near east end.

Engines must not use Lime Spur, hog ranch, South Fontana.

Engines must not use Hill-Benton spur east of Walnut beyond 1300 feet from main track switch.

F and S.P. class engines may use Ojai branch at Ventura Jct. and Santa Paula branch at Montalvo providing sufficient cars are held on to, to keep engines off light rail at turnouts.

19. Head end passenger cars so constructed or loaded as to prevent trainmen passing through must not be handled on rear of any passenger train.

21. Trains and engines moving on Alameda Street, Los Angeles, must respect city traffic signals, when in operation.

DERAILS IN MAIN TRACK

Long Beach—5 feet east of switch to Blacks Spur.

COVINA BRANCH

Bassett—120 feet west of water tank, mile post 497.52.

Pomona—50 feet west of west line of Rebecca St., mile post 514.8.

REDLANDS BRANCH

Crafton—163 feet west of west switch, mile post 551.1.

Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

SANDIA BRANCH

Calipatria—174 feet east of junction switch mile post 676.05.

WESTMORELAND BRANCH

Calipatria—171 feet east of junction switch mile post 676.05.

OJAI BRANCH

Ventura Jct.—250 feet west of junction switch.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	I MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 miles an hour except as otherwise provided for; maximum speed of any freight or mixed train must not exceed 35 miles an hour except as otherwise provided for.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

		PASSENGER					FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	TERRITORY	Maximum	With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S-1 Engines and Motors	With M, T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 MK-5, 6, 7, 8, 9, Engines	With C-2 to 10 incl. C 18-29 incl. F 1, 3, 4, 5, 6, AC 4, 5, 6 MM 2 AM 2 SP 1, 2, 3 Engines	With C 12, 15, 17 TW MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	E, P, A, Mt. 1, 2, 3, 4, 5, G S-1	T 26, 32, 37, 40	M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 incl. C 18-29 incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2 AM 2
2, 3	On curves M.P. 383.72–383.76	30	30	30	30	30	25	25	20	25	25	25	25
2, 3	East switch wave and distant signal west of Seacliff	45	45	45	45	40	30	30	20	30	30	30	30
2, 3	M.P. 390.84 and 391.23	40	40	40	40	40	30	30	20	30	30	30	30
2, 3	M.P. 396.67 and 396.87	40	40	40	40	40	30	30	20	30	30	30	30
2	Ojai Branch	20					20	20	20				
2	M.P. 407 and 408 Ojai Branch	10					10	10	10				
2	Burbank Branch	25					20	20	20				
3	Santa Paula Branch	40					25	25	20				
3	M.P. 414.06 and 414.20, Santa Paula Branch	30					18	18	18				
3	M.P. 431.62 and 438.10, Santa Paula Branch	25					18	15	15				
3	M.P. 439.05 and 439.41, Santa Paula Branch	25					18	15	15				
3	M.P. 440.93 and 441.35, Santa Paula Branch	25					18	15	15				
3	M.P. 441.35 and 441.96, Santa Paula Branch	25					18	15	15				
3	M.P. 444.20 and 444.84, Santa Paula Branch	30					18	18	18				
2, 3	East switch corral track and switches west end Oxnard	30	30	30	30	30	20	20	20	20	20	20	20
2, 3	West end Tunnel 26 and M.P. 444.39	30	30	30	30	30	25	25	20	25	25	25	25
2, 3	M.P. 444.39 and 462.4 via Raymer	60	60	50	45	40	35	30	20	45	40	35	30
2, 3	Over railroad Crossing, Raymer	45	45	45	45	40	35	30	20	35	35	35	30
4, 5	East switch Saugus and west Portal tunnel 25	40	40	40	40	40	25	25	20	25	25	25	25
4, 5	West Portal Tunnel 25 and M.P. 458.14	30	30	30	30	30	20	20	20	20	20	20	20
4, 5	M.P. 458.14 and M.P. 471.6	50	50	50	45	40	25	30	20	35	35	35	30
4, 5	M.P. 458.80 and M.P. 458.94	40	40	40	40	40	25	25	20	25	25	25	25
5	Burbank Jct. to San Fernando (westward freight trains only)						35						
4, 5	Through cross-overs, Burbank Jct. tower	30	30	30	30	30	30	30	20	30	30	30	30
4, 5	Burbank Jct. and Dayton Ave. tower						25	25	20	25	25	25	25
4, 5	Glendale tower and Dayton Ave. tower	40	40	40	40	40							
4, 5	Dayton Ave. tower and River Sta. Tower	25	25	25	25	25	15	15	15	15	15	15	15
4, 5	Through turnouts each end new main tracks Los Angeles Yard	30	30	30	30	30	20	20	20	20	20	20	20
4, 5	On third track Glendale tower and west lead New Yard	15	15	15	15	15	15	15	15	15	15	15	15
6	Over switch end of double track Alhambra, eastward trains	30	30	30	30	30	20	20	20	20	20	20	20
6	East bank line, Dayton Ave. Tower and East Bank Jct.	20	20	20	20	20	20	20	20	20	20	20	20
6	Over railroad crossing Bloomington	45	45	45	45	40	35	30	20	35	35	35	30
6	M.P. 537 and Colton	30	30	30	30	30	20	20	20	20	20	20	20
6, 7	Between outside switches Colton	15	15	15	15	15	15	15	15	15	15	15	15
7	On curve M.P. 551.78–551.97	30	30	30	30	30	20	20	20	30	30	30	30
7	M.P. 540 and 546.3; 590 and 599 (descending grade)	50	50	50	45	40	25	25	20	35	35	35	30
7	M.P. 546.3 and 590 (descending grade)						20	20	20	35	35	35	30
7	M.P. 546.3-562; 568-590	40	40	40	40	40							
7	Edom and Indio	60	60	50	45	40	30	30	20	40	40	35	30
7	Indio to Edom (westward freight trains only)						40						
7	Edom to Garnet (westward freight trains only)						30						
7, 8	Between outside switches Indio	25	25	25	25	25	25	25	20	25	25	25	25
8	Indio and Knob	60	60	50	45	40	40	30	20	40	40	35	30
8	On curves M.P. 633.7 and 634.5; M.P. 640.6 and 641.0	50	50	50	45	40	35	20	20	35	35	35	30
8	M.P. 684 and 695½	50	50	50	45	40	35	30	20	35	35	35	30
8	M.P. 713 and 722						35	30	20	35	35	35	30
8	Araz Jct. through all switches and through crossovers at Araz	30	30	30	30	30	20	20	20	20	20	20	20
8	West switch Colordo and Yuma	15	15	15	15	15	15	15	15	15	15	15	15
9	Pasadena Branch	15					15	15	15				
9	Duarte Branch	30					20	20	20				
9	Over bridge 496-E just east of Arcadia	10					10	10	10				
9	Covina Branch	40					25	25	20				
9	Covina Branch, C Class engines	20					20	20					
9	Chino Branch	20					20	20	20				
9	Home signals Highgrove interlocking plant	20					20	20	20				
9	Bryn Mawr and Crafton	25					20	20	20				
9	San Bernardino and Riverside	35					20	20	20				
10	Station and wye switch on Calexico line—Niland	20	20	20	20	20	20	20	20	20	20	20	20
10	On curves M.P. 667.62–667.84	30	30	30	30	30	25	25	20	25	25	25	25

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Page No.	TERRITORY	PASSENGER					FREIGHT			LIGHT ENGINES RUNNING FORWARD			
		Maxi-mum	With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S-1 Engines and Motors	With M, T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 MK-5, 6, 7, 8, 9, Engines	With C-2 to 10 incl. C 18-29 incl. F 1, 3, 4, 5, 6, AC 4, 5, 6 MM 2 AM 2 SP 1, 2, 3 Engines	With C 12, 15, 17 TW MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	E, P, A, Mt. 1, 2, 3, 4, 5, G S-1	T 26, 32, 37, 40	M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 incl. C 18-29 incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2 AM 2
10	Laguna Branch	15					15	15	15				
10	Westmorland Branch	25					25	25	20				
10	Over Alamo bridge, Calipatria and Rockwood	30	30	30	30	30	20	20	20	20	20	20	20
10	Calipatria and Sandia	25					25	25	20				
10	Sandia and Holtville	20					20	20	20				
10	Calexico west outside switch and international boundry line	25	25	25	25	25	25	25	20	25	25	25	25
10	Clement Jct. and Firestone Park	20					20	20	20				
10	Home signals Nadeau interlocking plant	10					10	10	10				
10	Firestone Park and San Pedro	40					30	30	20				
10	Thenard and Fifth St., San Pedro	15					15	15	15				
11	Long Beach Branch	40					25	25	20				
11	Long Beach Branch, P. E. Crossing and Anaheim Blvd	10					10	10	10				
11	Opposite Station Building and crossover switches. End of D.T. Firestone Park	15					15	15	15				
11	Home signals South Gate interlocking plant	20					20	20	20				
11	Firestone Park and Santa Ana	40					30	30	20				
11	West Anaheim and 1 mile east of Anaheim	15					15	15	15				
11	Santa Ana and Dyer	30					25	25	20				
11	Whittier Branch	30					30	20	20				
11	Whittier Branch over Telegraph Road	10					10	10	10				
11	Los Alamitos Branch	20					15	15	15				
11	Smeltzer Branch	30					25	25	20				
11	Tustin Jct. and Villa Park	30					30	20	20				
11	Villa Park and Tustin and over bridge 513-D	20					20	20	20				

Maximum Speed for light engines running forward on branches when not otherwise shown will be same as maximum for freight trains.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	BETWEEN	PSGR. m.p.h.	FRT. m.p.h.	Lgt. Eng. m.p.h.
2, 3	Santa Barbara	20	20	20
2, 3	M. P. 372 and 1410 feet East	30	20	20
2, 3	Ventura	10	10	10
3	Santa Paula	15	15	15
4, 5	San Fernando, over street crossings east and west of station	25	25	25
4, 5, 6	Los Angeles; between 25th St., River Station tower, Naud Jct. and easterly line of Main St.	10	10	10
6	Los Angeles, entering street intersections between easterly line of Main St. and easterly line of Valley Boulevard	15	15	15
6	El Monte	20	20	20
6	Pomona, 2640 feet each side of station	30	30	30
6	Ontario, 2640 feet each side of station	25	25	25
6, 7	Colton	15	15	15
9	Pasadena, Hope Street crossing M. P. 490.4	6	6	6
9	Pasadena, California Street crossing M. P. 491.8	5	5	5
9	La Verne, 7958 feet west and 3336 feet east of station	40	25	25
9	Covina Branch Pomona Jct. switch and 1161 feet west	15	15	15
9	Redlands, 2nd St., all street crossings	10	10	10
9	San Bernardino, across Second, Rialto and Mill Streets	20	20	20
10	El Centro, Main Street crossing	20	20	20
10	Calipatria, Main Street	12	12	12
11	Los Angeles; 25th St. and River Station Tower	10	10	10
11	Vernon 783 feet east of Clement Jct. and Slauson Ave., 9340 feet	20	20	20
11	Compton over Orange and Olive Sts.	20	20	20
11	Compton over Main Street	8	8	8
11	Santa Ana, 3208 feet west and 2132 feet east Station	12	12	12

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles an hour.

Tenders having water capacity in excess of 7,000 gallons, and including classes 70-R-1 and 70-SC-1, maximum speed 60 miles an hour.

Trains handling relief outfit main track and Santa Ana branch, 25 miles per hour; branches other than Santa Ana, 15 miles per hour.

F and S.P. class engines must not exceed 8 miles per hour on No. 7 turnouts and all slip-switches.

F and S.P class engines must not exceed 8 miles per hour on tracks other than main tracks, or 4 miles per hour backing through crossovers and turnouts, Santa Barbara.

C class engines must not exceed 5 miles per hour on curves and 20 miles per hour on straight track running forward or 5 miles per hour on curves and 15 miles per hour on straight track running backward on Limoneria spur (Santa Paula).

C class engines must not exceed 5 miles per hour on curves and ten miles per hour on straight track, Tapo Spur (Santa Susana).

C class engines must not exceed 12 miles per hour between Santa Ana and Dyer, Redlands, Second Street, and Crafton.

Do not exceed 8 miles per hour on curves leading to Rheems Co. and Philadelphia Quartz Co. spurs, Southgate.

Do not exceed 8 miles per hour on spur to Pasadena Orange Growers Association, Pasadena.

Engines heavier than M4 class must not exceed 8 miles per hour on sidings Duarte branch.

S.P., Mt and F class engines must not exceed 4 miles per hour on storage track Pomona, or Corral, Scale, Caboose and No. 14 tracks, Colton.

Maximum operating speeds for S.P. class engine when inside main rod has been removed:

Running under own steam........................30 M.P.H.

Being towed in train..............................30 M.P.H.

Dead or disabled engines, except S and SE Class with all rods on, or main or side rods removed, are restricted to 30 miles per hour; with main and side rods removed, to 20 miles per hour.

Dead or disabled S and SE Class engines with all rods on, or main or side rods removed, or main and side rods removed, are restricted to 20 M.P.H.

When all weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 miles an hour.

When all weight has been removed from only one wheel of a pair of drivers on an engine, the speed must not exceed 30 miles an hour.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Large loaded oil cars must not be moved to exceed 15 miles per hour on any branch, except may be moved 20 miles per hour on tangent track on Santa Paula, San Pedro, Whittier, Santa Ana, Sandia, and Westmorland branches.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

Mile Post	BETWEEN	HEIGHT	DESCRIPTION
441.2	Hasson and Chatsworth	20 ft. 2 in.	Tunnel No. 26.
442.9	Hasson and Chatsworth	20 ft. 6 in.	Tunnel No. 27.
443.9	Hasson and Chatsworth	20 ft. 6¾ in.	Tunnel No. 28.
423.0	Sespe and Fillmore	21 ft. 4 in.	Sespe Creek.
432.2	Piru and Camulos	21 ft. 4 in.	Piru Creek.
481.7	Taylor—River Sta. Tower	21 ft. 6 in.	Footbridge.
482.6	Mission Junction—Aurant	21 ft. 9 in.	L. A. River.
547.3	Motor Jct.-Redlands 2d St.	19 ft. 6 in.	Mill Creek.

Los Angeles Yard:	Impaired:
P. E. inbound local track, Brooklyn Ave. bridge, Macy Street	Overhead
Califelt Co., eaves, Aurant	Side
Western Concrete Co., wall, Aurant	Side
Herberger Pickle Co., wall, Aurant	Side
Ventura Spur (Texaco Spur), Aurant platform	Side
E. Loyd Sash & Door Building, 373 E. 2nd St.	Side
Davies Spur, fire escape, Vernon Edler Building	Side and Overhead
F. Arbogast Bldg., Commercial and Market	Side
L. A. Warehouse, gate, Commercial and Market	Side
J. F. Holbrook, gate, 310 Market St.	Side
Roberts, Otter & Nelson Bldg., 316 Market St., platform	Side
Pacific Pipe Supply Co., platform, 1002 Santa Fe	Side
Ore Grande Co., platform, 743 Wilson St.	Side
International Harvester Co. Bldg., 734 Atlantic St.	Side
Old Market Platform, 6th Street	Side
Bekins Storage Co., building, 4th and Alameda	Side
Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave.	Overhead
Paraffine Co., spur, wall, Main and Augusta Sts.	Side
Kerkhoff-Cuzner Lbr. Co., gate Alameda and Macy Sts.	Side
Peck & Hill spur, shed roof, N. Spring and Alpine	Side
Capitol Mill Co. Spur, gate, building entrance, N. Spring and B. & B. Yard	Side and Overhead
"B" Freight Shed, platform, N. Spring	Side
L. A Junk Co. Spur, Roundout St. platform	Side
Gladden-McBean Spur, unloading dock, Alhambra Ave	Side
Oil House Platform, L. A. Shops	Side
Sand Blast Shed (door), L. A. Shops	Side and Overhead
Track 11, 3 Leanto's Lumber Shed, L. A. Shops	Side
District Store Office Platform, L. A. Shop	Side
Sand Houses, Fire Brick Sheds, L. A. Shops	Side
L. A. Brewery Building, L. A. Shops, 1920 N. Main	Side
Foot Bridge (East and Westward main tracks, upper tracks 1, 2, 3, 4, 5 6, 7, and 15) River Station	Overhead and Side
Building (River Station), Standard Oil track	Side
Scale House (River Station), Lower Track 15	Side
Hub switch stands for derails, Santa Fe Transfer tracks Bull Ring	Side
Platform (Greer-Robbins), 48th Alameda	Side
Fence (along track 16 L. A. Passenger), 4th and 6th Alameda	Side
Kay-Brunner Steel Co. Bldg., Taylor Milling Co. Spur	Side
Pacific Rock Products Platform, Taylor Milling Co. Spur	Side
Los Angeles River Bridge, West end Midway Yard	Side
L. A. River Bridge, Mission Jct	Side
Lacy Mfg. Co., Crane Post on their spur Inside Yard	Overhead and Side
L. A. Warehouse, Commercial and Alameda	Side and Overhead
Lead to L. A. Warehouse, Market and Alameda	Side
Union Hdw. & Metal Co., First and Alameda	Side and Overhead
L. A. Ice & Cold Storage Co., Fourth Street plant	Side and Overhead
Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles	Side
Bohnhoff Spur Buildings, Fourteenth and Alameda Sts.	Side
Southern California Hardwood Co., 15th and Alameda	Side
Cooper Lumber Co., Spur, Shed, 15th and Alameda	Side
Oil Well Supply Co., Steps and Crane, Alameda at Naud Jct	Side
Griffin Wheel Co., Concrete platforms, Vernon	Side

Santa Barbara:

Palmer Gavit private car shed .... Overhead
Fleischmann private car shed .... Overhead
Ventura—Fence and gate posts Coast Wholesale Co .... Side
Summerland—Loading racks Seaside Oil Co .... Side
Santa Paula—Corner of Blanchards Packing House .... Side
Santa Paula—Pump house, siding .... Side
Elayon—Standard Oil Co. filling racks .... Side
Pacoima—Telephone pole alongside Bona Fide Broom spur .... Side
Roscoe—Consolidated Rock Co. bunkers .... Both Sides
Roscoe—Consolidated Rock Co. sand piles and switch stands .... Side
Wahoo—Consolidated Rock Co. piles of rock .... Side
Wahoo—Consolidated Rock Co. rock crusher .... Side and Overhead
Burbank—Andrew Jurgen Soap Factory platforms .... Side
Burbank—Moreland Truck Co. spur, platforms and eaves .... Side
West Glendale—Inner Tube Facotry .... Side
Glendale—L. A. Basket Co. bldg .... Side
Glendale—Tropico Potteries Bldg. and retaining wall .... Side
Canoga Park—Stock chutes .... Side
Van Nuys—Fence at Hammond Lumber Company spur .... Side
Oxnard—American Beet Sugar Co.:
Track 15 beet dump .... Side
Track 7, power house and scale house .... Side

Alhambra:

Braun Iron Works .... Overhead
Braun Co. inside fence .... Side
Huntington Land Co. spur, fence alongside track .... Side
High line west of station, guy wire on P. E. trolly pole .... Side

Pasadena:

Ice house track, Fords Blueing Co. building .... Side
Freight house platform .... Side

Monrovia:

East of Canon Street, one telephone pole .... Side
Day and Night Water Heater Co., spur, platform and roof .... Side
Duarte—Storeroom building, Rivas rock quarry .... Side
San Marino—One telephone pole .... Side
El Monte—Ross Construction Co. spur, platform and material piles .... Side
Crushton—Switch stand on derail No. 3 between P. E. and S. P. tracks .... Side
Azusa Ave.—Golden Orange Growers Packing House platform .... Side

Pomona:

Stine Transfer Company .... Side
Pomona Box Co .... Side

Narod:

West Ontario Citrus Association, East and West .... Side

Ontario:

Hickey Warehouse Co .... Side
Exchange Orange Products Co., both tracks .... Side and Overhead
Haslett Warehouse Co .... Side
Haslett Warehouse Co., east end yard .... Side

Chino:

Water tank .... Side
Sugar tracks No. 4 and No. 5 .... Side
Libby's Products .... Side

South Fontana—Hog Farm No. 1 and No. 2 .... Side

Colton:

All loading tracks Cement Plant .... Side
Orange Packing House north of freight house .... Side
P. F. E. Track No. 6 and No. 7 .... Overhead and Side
Roundhouse .... Side
Colton sand spur .... Overhead

San Bernardino:

Southern Pacific Grain Co .... Side
I. S. Chapman & Co .... Side
P. E. Poles, Colton to San Bernardino .... Side

Highgrove:

Stock corral .... Side
Orange packing house .... Side
Station platform .... Side

Riverside:

Wilson & Company .... Side
Riverside Foundry .... Side
Union Oil Company .... Side
M. J. Johnson & Co., wholesale grocers .... Side
Sperry Flour Co .... Side
Albers Packing House .... Side

Redlands, 2nd St.:

Auto loading platform .... Side
Lyons & Sons Packing House .... Side

Crafton:

Mutual Orange Distributors .... Side
Krumn Manufacturing Company .... Side

Banning—Canning Co. spur .... Side
Mecca—Water track .... Side
Bard—Packing house shed .... Side

Brawley:

Union Oil Company spur .... Side
Shed 28 .... Side
Hammond Lumber Company spur .... Side
Loading chute corral .... Side

Calexico:

Mt. Signal Produce Shed Track 4 .... Side
Verdant—I. D. Aten Shed 1 .... Side

Westmorland:

Pepper Fruit Co. Shed No. 4, drill track .... Side
Weaver Company Shed No. 5, drill track .... Side
American Fruit Co. Shed No. 6, drill track .... Side
Compton—Shed in Union Rock Co. plant .... Side and Overhead
(Do not switch cars beyond this point)
Thenard—Advance Truck Co. Spur .... Side and Overhead
(Do not use beyond gate)

San Pedro:

Drawbridge .... Side and Overhead
S. P. Slip platform .... Side
S. P. High wharf 10th Street .... Side
E. K. Wood Lumber Co., fire house .... Side
E. K. Wood Lumber Co., drinking fountain .... Side
Consolidated Lumber Co., platforms tracks 6 and 7 .... Side

Long Beach—P. E. trolley wires across tracks at 6th and 7th Sts .... Overhead
Long Beach—Telephone wires at Long Beach Freight House .... Overhead
San Pedro Branch—1000 ft. west of M. P. 495, telephone wires .... Overhead
Vinvale—Bridge 492-D (steel structure) .... Side

Whittier:

U. P. Ry. trestle west end Citrus Assn. house .... Side
Old Murphy Packing House .... Side
Norwalk—Stock chute and Greenings warehouse .... Side
Buena Park—Beet dump .... Side
Buena Park—American Fruit Growers house, also low switch stands .... Side

West Anaheim:

Schumacher Warehouse platform .... Side
Anaheim Feed and Fuel Co. platform .... Side

Anaheim:

At intersections of Los Angeles and Claudena Sts., four fifty-foot poles .... Side
Valentine Fruit Co. packing house .... Side
Walnut Growers Association house .... Side
Lemon and Orange Growers house .... Side
Adams Brower Lbr. Co. cement house .... Side

Stanton—S. P. telegraph pole at scale .... Side
Stanton Jct.—S. P. telegraph wires .... Overhead

Los Alamitos:

Inside fence of Los Alamitos Sugar Company; following are impaired side clearances: one pole for power wires, R. W. post, two iron pipe posts, two posts of telltales warning of overhead impaired clearance, dirt fill for incline track, fence.

Following overhead impaired clearances inside of fence of same concern:

Los Alamitos Sugar Co., power house .... Side
Stock chute .... Side

Santa Ana:

Oil pipe at round house .... Side
Railing and portion of building off Santa Fe Wye .... Side
California Packing House .... Side
Pipe at Chapmans Cement House .... Side
Ligetts Warehouse .... Side and Overhead

Dyer:

Holly Sugar Co.—East and west gates .... Side
Scale house .... Overhead and Side
Tin warehouse .... Side
Brick sugar house .... Side
Pipe on post .... Side
Post supporting pipe .... Side
Electrical shop and rock pile .... Side
Glass Factory, gates .... Side
Tustin—David Hewes Packing House electric wire .... Overhead

McPherson:

Consolidated Rock Co., power house .... Side
Consolidated Rock Co., three chutes, five waste water pipes and bridges .... Overhead
Consolidated Rock Co. Cement House, car head and two posts .... Side

Open pit under and alongside track on Consolidated Rock Company Spurs at Thenard and Whittier.

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress Sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, will not clear man on side of car.

Tracks adjacent to icing platform following points have side clearance of less than 7 feet 8 inches and are restricted to service of Pacific Fruit Express which is defined as icing, heating, ventilating, unloading salt, heating appliances, fuel, storage of refrigerator cars and trains of mixed consist requiring Pacific Fruit Express platform service; Taylor, one track; Colton, tracks 6 and 7.

Following water tanks are not standard clearance: Santa Paula, Piru, Pomona, Chino, Guasti, Colton, El Casco, Cabazon, Palm Springs.

Following water columns are not standard clearance: Moorpark, Palm Springs.

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Los Angeles	Dr. G. S. Hall	Assistant Chief Surgeon.
Los Angeles	Dr. M. T. Steele	Assistant Surgeon.
Los Angeles	Dr. R. W. Starr	Assistant Surgeon.
Los Angeles	Dr. E. R. Watts	Assistant Surgeon.
Los Angeles	Dr. A. S. Lineer Dr. Elmer Nelson	Visiting Physicians and Surgeons.
Los Angeles—		
Inglewood and Hyde Park	Dr. E. D. Charland	District Surgeon.
Huntington Park	Dr. D. E. Stewart	District Surgeon.
Eagle Rock	Dr. Marion M. Null	District Surgeon.
Belvedere Gardens	Dr. J. P. Mortenson	District Surgeon.
Hollywood	Dr. R. W. Avery	District Surgeon.
Riverside Gardens	Dr. Wm. A. Dashiel	District Surgeon.
F. R. Strong Building 7th and Central	Dr. M. H. Burge	District Surgeon.
Los Angeles	Dr. Geo. H. Kress Dr. Jos. Goldstein	Oculists and Aurists.
Santa Monica	Dr. C. E. Rooney	District Surgeon.
Compton	Dr. F. E. Abbott	District Surgeon.
Long Beach	Dr. R. G. Young	Emergency Surgeon.
Wilmington	Dr. W. W. Horst	District Surgeon.
San Pedro	Dr. J. L. Bloch	District Surgeon.
Downey	Dr. E. H. Welcome	Emergency Surgeon.
Whittier	Dr. H. P. Wilson	Emergency Surgeon.
Norwalk	Dr. L. J. Otis	District Surgeon.
Anaheim	Dr. J. L. Beebe	Emergency Surgeon.
Orange	Dr. Arthur J. Nies	Emergency Surgeon.
Santa Ana	Dr. C. D. Ball	District Surgeon.
Santa Ana	Dr. Dexter R. Ball	Assistant District Surgeon.
Westminster	Dr. R. I. Johnson	Emergency Surgeon.
Pasadena	Dr. Z. T. Malaby	District Surgeon.
Pasadena	Dr. H. T. Upshaw	Associate District Surgeon.
Monrovia	Dr. W. M. Briggs	Emergency Surgeon.
Alhambra	Dr. J. F. Hull	District Surgeon.
San Gabriel	Dr. C. L. Magee	Emergency Surgeon.
El Monte	Dr. E. D. Farrington	District Surgeon.
Puente	Dr. W. W. Schultz	District Surgeon.
Covina	Dr. J. B. Marr	Emergency Surgeon.
Pomona	Dr. Geo. W. Kellar	District Surgeon.
Chino	Dr. C. E. Noggle	Emergency Surgeon.
Ontario	Dr. D. S. Gidley	District Surgeon.
Colton	Dr. C. F. Whitmer	District Surgeon.
Colton	Dr. D. B. Williams	Assistant District Surgeon.
San Bernardino	Dr. S. Forsythe	District Surgeon.
San Bernardino	Dr. C. L. Hadley	Oculist and Aurist.
Riverside	Dr. Thomas A. Card	District Surgeon.
Redlands	Dr. H. G. Hill	District Surgeon.
Banning	Dr. A. L. Brankamp	District Surgeon.
Beaumont	Dr. F. D. West	District Surgeon.
Indio	Nurse in charge of Emergency Hospital.	
Indio	Dr. Russell M. Gray	District Surgeon.
Calipatria	Dr. J. A. Wallace	District Surgeon.
Westmorland	Dr. O. C. Long	Emergency Surgeon.
Brawley	Dr. G. C. Holleran	District Surgeon.
	Dr. John L. Parker	Associate District Surgeon.
Imperial	Dr. H. V. Gray	District Surgeon.
El Centro	Dr. F. W. Peterson Dr. W. W. Apple	District Surgeons.
	Dr. M. C. Canfield	Acting District Surgeon.
Holtville	Dr. H. B. Graeser	District Surgeon.
Calexico	Dr. T. E. Bartholomew	District Surgeon.
Calexico	Dr. A. L. Rice	Assistant District Surgeon.
Mexicali	Dr. E. D. Flores	District Surgeon.
Yuma	Dr. C. S. Powell	District Surgeon.
Yuma	Dr. J. W. Stacey	District Surgeon.
Glendale	Dr. N. C. Paine	District Surgeon.
Burbank	Dr. David Thomson	District Surgeon.
Van Nuys	Dr. Chas. B. Canby	Emergency Surgeon.
Canoga Park	Dr. Wm. J. Lakey	Emergency Surgeon.
San Fernando	Dr. R. W. Johnson	Associate District Surgeon.
Newhall-Saugus	Dr. E. C. Innis	District Surgeon.
Fillmore	Dr. Will R. Manning	District Surgeon.
Santa Paula	Dr. D. G. Clark	District Surgeon.
Saticoy	Dr. A. W. Cruden	Emergency Surgeon.
Moor Park	Dr. F. A. Yoakam	Emergency Surgeon.
Oxnard	Dr. J. W. Nielsen	District Surgeon.
Ventura	Dr. G. A. Broughton	District Surgeon.
Ojai	Dr. C. O. Drace	Emergency Surgeon.
Carpinteria	Dr. T. M. Shorkley	Emergency Surgeon.
Santa Barbara	Dr. Chas. S. Stevens	District Surgeon.
Santa Barbara	Dr. Kent R. Wilson	Assistant District Surgeon.
Santa Barbara	Dr. A. B. Steele	Associate District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. W. H. Johnston	Oculist.

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon

HOSPITALS

General Hospital—San Francisco, Cal.

Division Hospital—White Memorial Hospital, Los Angeles, Cal.

Emergency Hospitals—S P. Emergency Hospital, East Los Angeles, Cal.
S. P. Emergency Hospital, Indio, Cal.

RATING OF ENGINES—LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMERS	Boiler Pressure	Los Angeles to Ontario	Alhambra to Puente, Ontario to Colton	Colton to Los Angeles	Bloomington to Savanna, Stoneman to Alhambra	Colton and Indio	Indio to Yuma	Yuma to Indio	Indio and Niland Amos and Knob	Niland and Araz Jct. via Inter-California Railway Line	Los Angeles to Saugus	Saugus to Los Angeles	Los Angeles and Santa Barbara via Oxnard
M— 4	M—63 20/28 126	1615 to 1719	190	1600	3450	1850	3350	940	2250	2100	3300	2900	730	820	1700
M— 4	M—63 20/28 128-S														
M— 4	M—63 20/28 135-S														
M— 6	M—63 21/28 150-S	1720 to 1803	200	2000	4250	2300	4150	1200	2800	2600	4050	3600	930	1000	2150
M—6, 8	M—63 21/28 159-S														
M— 9	M—63 21/28 150-S	1804 to 1822, 1828 to 1831	210	2100	4500	2450	4300	1250	2900	2750	4300	3800	990	1100	2250
M—11	M—63 21/28 153-S														
P—1, 3, 5	P—77 22/28 141-S	2400 to 2452	210	1800	4200	2100	4050	1000	2550	2350	3750	3350	800	890	1950
P— 4	P—77 23/28 155/B,58-SF	2400 to 2437	210	2050	4600	2400	4350	1150	3050	2850	4300	3800	900	1000	2250
P— 6	P—77 25/28 172-S	2453 to 2458	200	2250	5200	2600	5100	1300	3200	2950	4650	4150	1000	1150	2500
P— 7	P—73 25/28 171-S	2476, 2477	200	2400	5450	2800	5400	1400	3400	3150	4950	4400	1100	1250	2650
P—10	P—73 25/30 181-SF	2478 to 2483	200	2500	5600	3000	5450	1450	3600	3300	5200	4650	1100	1250	2750
P—10	P—73 25/30 183-B,63-SF	2484 to 2491	200	2600	5600	3100	5750	1450	3900	3600	5400	4850	1100	1250	2850
P—12	P—73 27/28 189-SF	3120 to 3129	190 205	2600	6050	3050	5450	1500	3700	3450	5450	4850	1200	1350	2950
P—12	P—73 26/28 189-SF														
C—9, 10	C—57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	2550	5300	2950	5200	1500	3600	3300	5200	4600	1200	1300	2700
C—9, 10	C—57 22/30 194-S														
C— 8	C—57 22/30 192-S	2698 to 2749, 2751													
C— 5	C—57 22/30 187-S	2624 to 2679													
C— 5	C—57 22/30 185-S	2680 to 2693													
C— 5	C—57 22/30 180	2624 to 2679	200	2300	4750	2650	4650	1350	3200	2950	4600	4100	1050	1150	2400
C— 5	C—57 22/30 178	2680 to 2693													
F— 1	F—63 27½/32 273-S	3611 to 3652	200	3750	7750	4350	7600	2250	5250	4850	7600	6700	1750	1950	3950
F—4, 5	F—63 29½/32 306-B,61-SF	3668 to 3763	200	4500	8850	5350	8000	2700	6600	6050	11000	8000	2100	2300	4800
F— 5	F—63 29½/32 306-B,62-SF	3764 to 3768													
Mt—1,3,4,5	Mt—73 28/30 246-B,60-SF	4300 to 4376	210	3500	7450	4100	7250	2050	5250	4850	8800	6500	1600	1800	3850
SP— 1	SP—63 $\frac{25}{28-32}$ 316-B,60-SF	5000 to 5015	225	5200	10500	6200	9000	2900	7400	6950	11900	9000	2450	2700	5500
SP—2, 3	SP—63 $\frac{25}{28-32}$ 317-B,61-SF	5016 to 5048													
AC—1, 2, 3	AC—57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	4800	9950	5550	9750	2850	6700	6200	11900	8600	2250	2450	5050
AC— 4	AC—63 $\frac{24-24}{32}$ 475-SF	4100 to 4125	235	6750	13900	7800	12000	4000	9450	8700	16500	12000	3200	3500	7150
AC— 5	AC—63 $\frac{24-24}{32}$ 483-SF														
		Allowance for Empty and Underloaded Cars: Less than 40 Ms		3	3	3	3	3	6	6	6	6	3	3	6
		40 Ms to 50 Ms		0	0	0	0	0	3	3	3	3	0	0	3
		More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0	0

Note: Ratings of through trains East will be those shown in Column No. 1, Los Angeles to Ontario, for the entire district Los Angeles to Colton, to avoid filling out at Ontario.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"E"—Eight-wheelers
"P"—Pacific Type

Example—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}\text{187}$$

Rating of engines entering Los Angeles from Firestone Park Subdivision is 10 per cent additional to rating Indio to Yuma.

MILEAGE

Main Lines

Saugus to Yuma	S. P. R. R.			282.54	
Santa Barbara to Burbank	S. P. R. R.			93.45	
Inter-California Ry.	I. C. Ry.	Niland to Calexico		41.70	
		Cantu to Araz Jct.		2.71	
Total Main Lines					420.40

Branches

Burbank	S. P. R. R.	Burbank to Chatsworth Junction		20.74	
Chino	S. P. R. R.	Pomona to Ontario		9.86	
Covina	S. P. R. R.	Bassett to Pomona		17.40	
Declezville	S. P. R. R.	South Fontana to Declezville		1.65	
Duarte	S. P. R. R.	Alhambra to Rivas		13.96	
Laguna	S. P. R. R.	Colorado to Potholes		12.28	
Long Beach	S. P. R. R.	Thenard to Long Beach		2.59	
Los Alamitos	S. P. R. R.	West Anaheim to Los Alamitos		10.23	
Smeltzer	S. P. R. R.	Stanton Jct. to Wiebling		7.78	
Ojai	S. P. R. R.	Ventura Jct. to Ojai		15.16	
Pasadena	S. P. R. R.	Alhambra to Pasadena		4.76	
Redlands	S. P. R. R.	Bryn Mawr to Greenspot		8.94	
San Bernardino & Riverside	S. P. R. R.	San Bernardino to Riverside		11.75	
Sandia	I. C Ry.	Calipatria to Near Holtville	27.46		
	H. I. Ry.	Near Holtville to El Centro	9.73	37.19	
San Pedro	S. P. R. R.	Los Angeles to Pt. Firmin	25.66		
	L.A.& S.L.R.R.	At Los Angeles	7.30		
	P. E. Ry.	At San Pedro	.03	32.99	
Santa Ana	S. P. R. R.	Firestone Park to Dyer		33.94	
Santa Paula	S. P. R. R.	Montalvo to Saugus		45.42	
Tustin	S. P. R. R.	Tustin Junction to Tustin		10.64	
Westmorland	I. C. Ry.	Calipatria to Westmorland		12.79	
Whittier	S. P. R. R.	Studebaker to Whittier		5.91	
Total Branches					315.98
Total Los Angeles Division					736.38

TRAINMASTERS

E. J. KELLUM..............Los Angeles Yard
C. L. ZWICK................Los Angeles Yard
B. W. MITCHELL....................Indio

TERMINAL TRAINMASTERS

G. E. DONNATIN...........Los Angeles Yard
T. W. CARDWELL....................Indio

CHIEF TRAIN DISPATCHER

J. A. DAY.....................Los Angeles

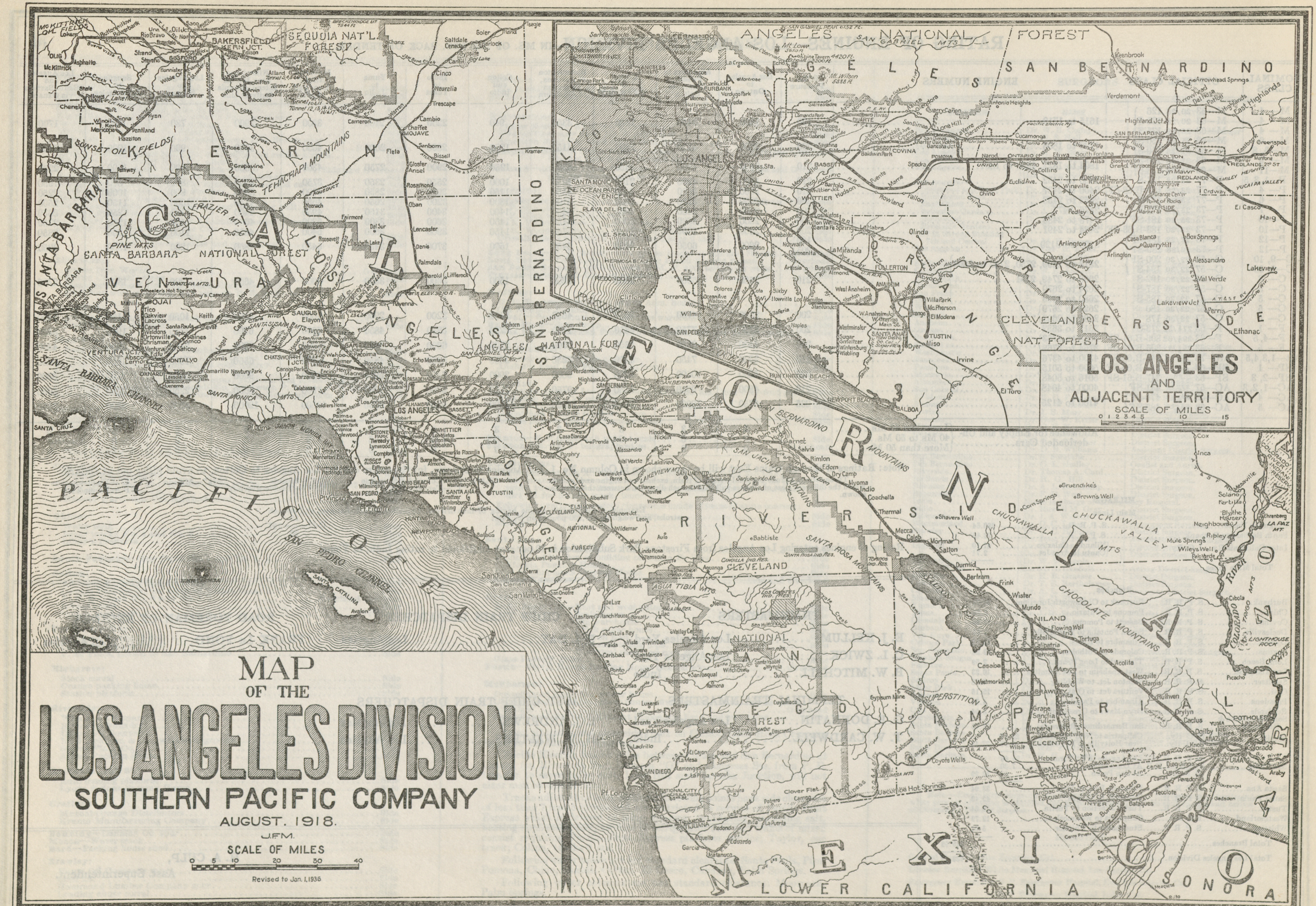
ASST. CHIEF TRAIN DISPATCHERS

L. J. ANDREWS...............Los Angeles
H. W. WALTERS.............Los Angeles

ROAD FOREMAN OF ENGINES

FRANK La FOND.............Los Angeles

H. A. CULP,
Asst. Superintendent.


ANGELES NATIONAL FOREST
SAN BERNARDINO
LOS ANGELES
ORANGE
RIVERSIDE
CLEVELAND NAT. FOREST
LOS ANGELES
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15
CALIFORNIA
KERN
LOS ANGELES
VENTURA
SANTA BARBARA
SAN BERNARDINO
RIVERSIDE
SAN DIEGO
IMPERIAL
ARIZONA
MEXICO
LOWER CALIFORNIA
SONORA
PACIFIC OCEAN
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
SANTA MONICA BAY
SEQUOIA NAT'L FOREST
SUNSET OIL FIELDS
TEHACHAPI MOUNTAINS
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
CLEVELAND NATIONAL FOREST
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHUCKAWALLA VALLEY
CHUCKAWALLA MTS
CHOCOLATE MOUNTAINS
SUPERSTITION MT.
COCOPAHS MTS
SALTON SEA
COLORADO RIVER
SANTA CRUZ
SANTA CATALINA
BAKERSFIELD
MOJAVE
LANCASTER
PALMDALE
SAUGUS
SAN FERNANDO
LOS ANGELES
PASADENA
SANTA MONICA
SAN PEDRO
LONG BEACH
SANTA ANA
SAN BERNARDINO
COLTON
RIVERSIDE
REDLANDS
POMONA
ANAHEIM
FULLERTON
OXNARD
VENTURA
SANTA BARBARA
BANNING
INDIO
MECCA
NILAND
BRAWLEY
IMPERIAL
EL CENTRO
CALEXICO
YUMA
SAN DIEGO
TIJUANA
ESCONDIDO
OCEANSIDE
NEWPORT BEACH
HUNTINGTON BEACH

MAP
OF THE
LOS ANGELES DIVISION
SOUTHERN PACIFIC COMPANY

AUGUST. 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

Revised to Jan. 1, 1938